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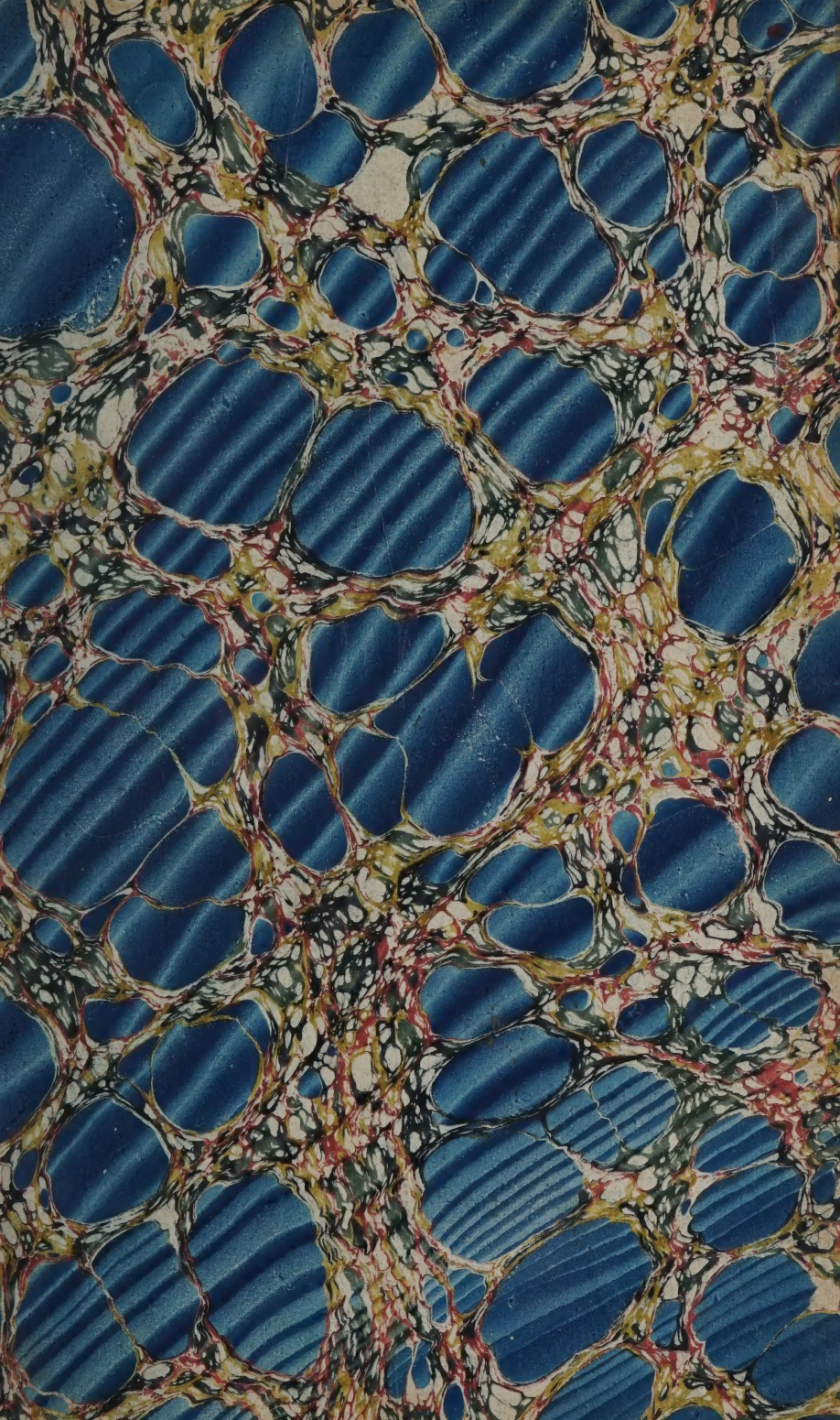
THOMAS GIBSON, ESQ.,
DIRECTOR.

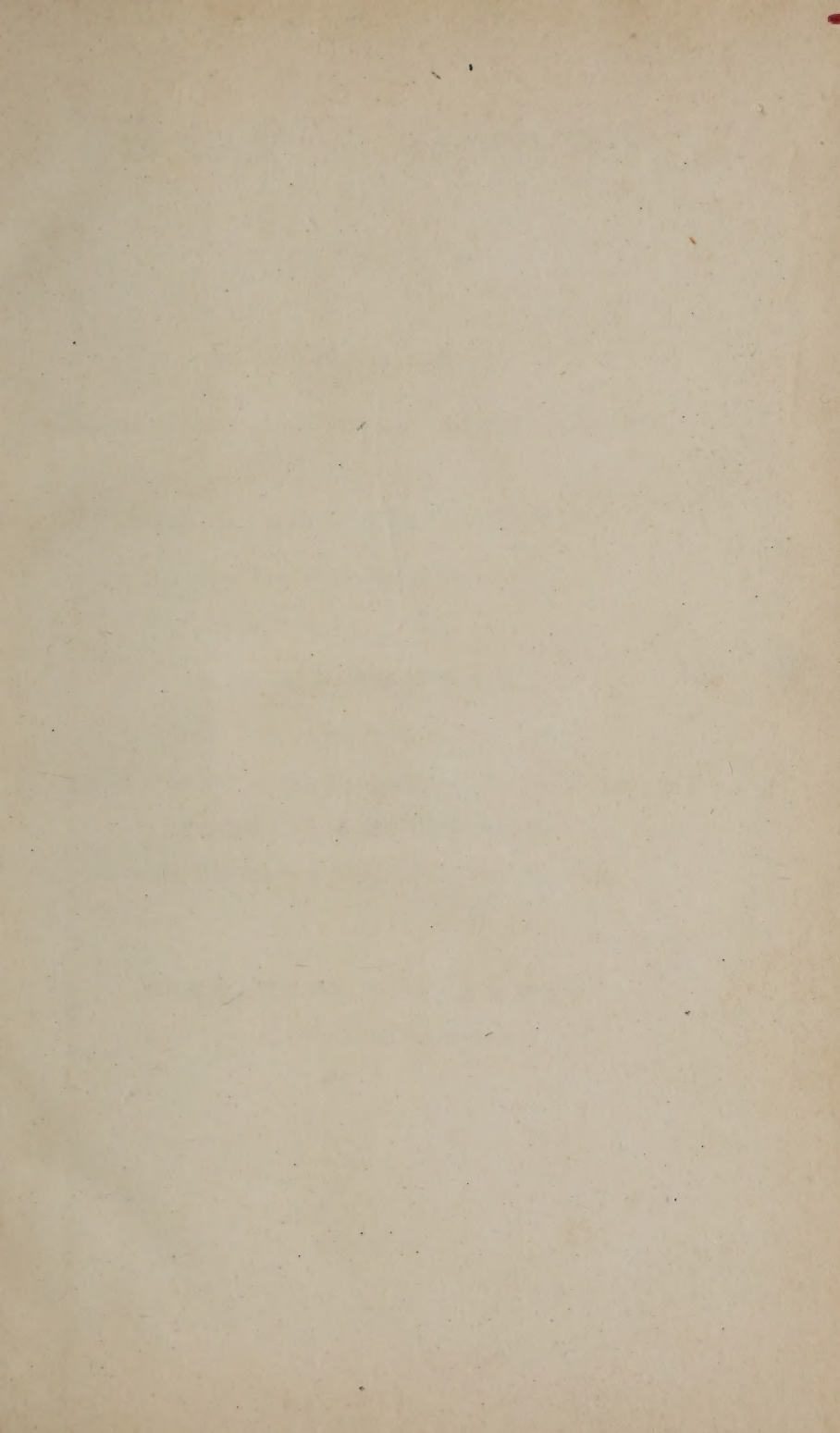
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TWELFTH REPORT

OF THE

DIRECTORS

OF THE

IMPERIAL

Brazilian Mining Association,

READ AT THE

HALF-YEARLY GENERAL MEETING,

On Thursday, May 10th, 1832,

AND

AN APPENDIX,

CONTAINING

EXTRACTS OF COMMUNICATIONS FROM BRAZIL,

Account of Daily Workings

For the Half-Year ending December 31, 1831,

AND

FINANCIAL STATEMENT

FOR THE SAME PERIOD.

LONDON :

1832.

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CHAIRMAN
JOSHUA WALKER, Esq.

DEPUTY CHAIRMAN
TIMOTHY ABRAHAM CURTIS, Esq.

DIRECTORS
WILLIAM PLAXTON ALLCOCK, Esq.
THOMAS GIBSON, Esq.
ISAAC LYON GOLDSMID, Esq.
GEORGE LEWIS HOLLINGSWORTH, Esq.
JOHN SHORE, Esq.
THOMAS STOKES, Esq.
MICHAEL WILLIAMS, Esq. of Truro.
JOHN WRAY, Esq.

AUDITORS
HENRY JAMES BROOKE, Esq.
THOMAS GIBBES, Esq.

BANKERS
The BANK OF ENGLAND.

SOLICITORS
Messrs. FRESHFIELD and SON.

SECRETARY
Mr. L. J. SIMOENS.

CHIEF COMMISSIONER IN BRAZIL
LIEUT.-COL. J. M. A. SKERRETT.

AGENTS AT RIO DE JANEIRO
Messrs. AVELINE, CAMPBELL & Co.

Office in London, WINCHESTER HOUSE, Broad Street.

1005740

*Special General Meeting of Proprietors at the
London Tavern, on Thursday, the 1st
December, 1831,*

JOSHUA WALKER, Esq. in the Chair.

The Chairman stated the purpose for which the Meeting was held, viz. the election of a Director in the place of EDWARD SAMUEL WALKER, Esq. who had resigned.

The Notice for convening the Meeting was read from the London Gazette of Tuesday, the 8th November. Mr. EDW. WALKER's letter of resignation, dated July 30th, was also read.

The Chairman stated, that in accordance with the 39th Clause of the Deed of Settlement, written notices had been sent to the Secretary from two Candidates, viz.

THOMAS STOKES, Esq.—dated 4th November,

JACOB SALVADOR, Esq.—dated 14th ditto.

These notices were read.

A letter from Mr. SALVADOR to the Board received this morning, intimating his intention of not opposing Mr. STOKES on the present occasion, was likewise read.

The Chairman then proposed Mr. STOKES, and he was elected Director by the unanimous consent of the Meeting.

Mr. STOKES returned thanks, and resigned his office of Auditor to the Association.

It was moved by I. L. GOLDSMID, Esq., and seconded by THOMAS GIBBES, Esq., and

Resolved unanimously,

1st. That Mr. EDW. SAMUEL WALKER having, during the time he was a Director of the Association, at his own expense, visited the Mines in Brazil, and furnished much valuable information to the Board thereon, is entitled to the thanks of the Shareholders.

2ndly. That the thanks of this Meeting be therefore given to Mr. EDW. SAMUEL WALKER for his services during the time he was a Director.

It was then moved and seconded by the same Gentlemen, and

Resolved unanimously,

That the foregoing Resolutions be communicated to Mr. E. S. WALKER in a letter from the Chairman.

Mr. JOSHUA WALKER returned thanks in the name of his relative, and the meeting broke up.

L. J. SIMOENS,
Sec.

*Special General Meeting of Proprietors at the
London Tavern, on Thursday, the 1st of
March, 1832.*

W. P. ALLCOCK, Esq. in the Chair.

The notice for convening the Meeting was read from the London Gazette of Friday, the 3rd of February. It was therein stated that the Meeting was called for the election of four Directors, in the places of JOSHUA WALKER, Esq. (Chairman) T. A. CURTIS, Esq. (Deputy Chairman) JOHN SHORE, and MICHAEL WILLIAMS, Esqrs., (Directors) who went out of office by rotation this day, agreeably to the 10th clause of the Deed of Settlement; but who, being re-eligible, offered themselves for re-election; And also for the election of an Auditor in the place of THOMAS STOKES, Esq. who having been elected Director, had thereby vacated his office.

Resolved unanimously,

That Messrs. JOSHUA WALKER,

TIMOTHY ABRAHAM CURTIS,

JOHN SHORE,

and MICHAEL WILLIAMS,

be re-elected Directors of the Association.

Mr. J. WALKER returned thanks for himself and his colleagues.

The Chairman read notices from two candidates for the Auditorship, as required by the Deed of Settlement, viz.

From A. J. VALPY, Esq.—dated 9th Nov. 1831.

THOMAS GIBBES, Esq.—ditto 25th ditto.

He also read a letter from Mr. VALPY, dated 22nd of last month, announcing his determination to resign all further contest relative to the Auditorship in favor of Mr. GIBBES, whereupon it was

Resolved unanimously,

That THOMAS GIBBES, Esq. be elected Auditor of the Association.

Mr. GIBBES returned thanks, and the Meeting separated.

L. J. SIMOENS,
Sec.

*Half-yearly General Meeting of Proprietors
at the London Tavern, on Thursday, the
10th of May, 1832.*

JOSHUA WALKER, Esq. in the Chair.

The notice for convening the Meeting was read from the London Gazette of Tuesday, April 24th.

The Minutes of the last General Meeting of the 3rd November, and Special Meetings of the 1st December, 1831, and 1st March, 1832, were read and confirmed.

The Twelfth Report of the Directors, and the Auditors' Statement for the half-year ending December 31, 1831, were read.

Resolved unanimously,

That the Report and Financial Statement now read be approved and received; and that the same, together with the usual Appendix, be printed and distributed among the Shareholders.

Resolved unanimously,

That the Dividend of One Pound Ten Shillings per Share, fixed by the Directors, be confirmed.

Thanks were voted to the Chairman and Directors, after which the Meeting separated.

L. J. SIMOENS,
Sec.

REPORT.



IN accordance with the Bye-Law of the Association, the Directors have the duty to perform of presenting the Shareholders with the half-yearly Report of the proceedings at the Mines, and of the state of the Accounts.

It is a great satisfaction to the Directors to be able to assure the Shareholders, that order and tranquillity have continued to reign in the provinces of Minas Geraes and Rio de Janeiro; and that not the slightest interruption has, at any time, taken place in the prosecution of the ordinary business of life, or the rights of property, from any political causes.

With equal pleasure the Directors express their undiminished confidence in Colonel Skerrett; his

administration continues to be marked with the same zeal, exertion, and constancy of purpose, in promoting and protecting the interests of the Association, which have before called forth the approbation of the Directors and Shareholders, and which from their steady pursuit, hitherto amidst great difficulties, afford the best assurance that they will form the basis of his conduct as long as he may continue in the service of the Association. One important feature in the system at Gongo, has distinguished his management in the last half-year, and to which the Directors think it their duty, in justice to Colonel Skerrett, to advert. It had long been the expressed wish of the Directors, much before Colonel Skerrett's administration, that in order to oppose as many obstacles as possible to the means of plunder, every person coming out of the mines should be searched, and that the miners should change their clothes. It is needless to enter into the various objections which were from time to time urged against this wish being carried into effect, it is enough to say that it was unfulfilled. The detection in November last, through Colonel Skerrett's vigilance and activity, of a set of plunderers how-

ever, opened the way to the establishment of the system: he instantly embraced the opportunity, and has effected his purpose in a manner which does great credit to his judgment, and which has avoided all unpleasant feeling with those whom it is desirable to keep in the service. To this Colonel Skerrett has superadded an oath of fidelity to the Association, which has been voluntarily taken, and which it is hoped will assist in restraining the crime of plunder. The Directors therefore express their thanks thus publicly to Colonel Skerrett for the promptitude and determination with which he has accomplished so great an object.

The last six months' workings at the mines have been attended by considerable fluctuations in the produce, but upon the whole there has been an increase on the quantity of gold in comparison with the preceding half-year. The aggregate produce has been 1528lbs. 9oz. 3dwts. 19grs.

By a recent Decree, gold dust is permitted to circulate in unlimited quantities in all Brazil, and the duty is ordered to be levied in weight in dust.

The law hitherto admitted only of a very limited circulation of gold-dust for specified purposes, and it was compulsory upon parties to have it cast into bars at the Government provincial mint. By this new regulation, the Directors hope and expect the Association will derive a considerable advantage, as, from some cause or other, very great losses appear to have accrued in the smelting. Whether the Association will be permitted to smelt their own gold or not at the mines, is a point not yet ascertained ; but as the security of the transmittal of the produce in bars is greater than in dust, the attention of the Agents at Rio, and of Colonel Skerrett, has been directed to that object. Should, however, the law still require that the dust be sent to Sabará, to levy the duty, and not have been so settled that the duty may be taken at the Mines by the proper authority, it will be a matter for the consideration of the Directors whether they will not endeavour to make some arrangement so that they may avail themselves, under their own superintending officers, of the convenience of the mint at Sabará, to smelt their gold-dust previous to transmittal to Rio.

The question of the oppressive duty which the Association has to pay upon its produce, has been lately brought under the consideration of the provincial legislature, but referred to the General Assembly at Rio, where it will be again discussed.

The Directors abstain from offering any opinion upon the subject, having been so often disappointed; at the same time, they think they see a greater disposition to do justice to the rights of the Association than heretofore, and will most sincerely rejoice if they should have the pleasing duty of announcing the concession of the point at issue.

With a view to facilitate the communication with the interior, and to afford the provinces the advantages of a free intercourse with the ports, the excise duties which existed upon the transit of goods into the interior have been repealed, to take effect from the 1st July next, from which regulation the Association will derive great advantage in the transmission of the various articles required for the Mines.

The usual extracts of the letters of Col. Skerrett,

and the Mining Reports which are laid before the Shareholders as they are received, have kept them informed of the various operations, and circumstances attending them, during the six months; a copy of these will be found in the Appendix to this Report. The Directors beg to advert to the very unexpected and unusual land-slip which took place on the 8th December, at Gongo, to congratulate the Shareholders that from so threatening a disaster, so little damage really occurred, and on the rapidity with which that damage was repaired. This has been effected by the energetic conduct of Col. Skerrett, and the ready alacrity and good feeling of every one at the Mines, and the establishment is entitled to the thanks of the Shareholders. It is also very satisfactory to the Directors to understand from Col. Skerrett, that the native labourers seemed to vie with each other in rendering the most efficient service in that time of need, and which they are sure will gratify the Shareholders, as evincing the good spirit which prevails.

At Antonio Pereira and Catta Preta, but little has been done; and as long as the present very heavy

duty remains, the Directors do not think it advisable to incur the risk and expense of working them. Thus the progress of the Association, and the extension of its benefits to the province itself, are obstructed by this oppressive and inequitable tax.

The Stamps have been very productive during the last six months, having yielded 386lbs. 1oz. 14dwts. 8grs., being 75lbs. more than the preceding half-year, and three times as much as the corresponding half-year in 1830. Great activity has been exhibited in this branch, and the Directors have reason to be satisfied with the efficient manner in which these profitable machines have been constructed.

The Directors have pleasure in communicating, that after much trouble and litigation, more than one half of the Socorro water has been adjudged as the property of the Association; and that some fine plank had been obtained from thence. The increasing wants of the mine for plank and timber, as it goes deeper, make this a very important decision.

In the Engineering department much has been done. All the machinery of a very fine engine-shaft has been completed with the very best materials, and the masonry and timber work well. This was, (Col. Skerrett says) fortunately for the Mine, ready by the 21st December, and does great credit to Mr. Halfeld who commenced, and to Mr. Baird who finished it. The tilt-hammer has been in constant use for eight months, and has worked up an immense quantity of old and new iron. A commodious shed covers in this valuable machine. The forges, wheel, &c. are likewise protected.

Col. Skerrett speaks in very commendatory terms of the services of Mr. Vesey, in his superintendence of that important part of the establishment the cattle and draught animals, and leads the Directors to hope, that by his judicious management, a considerable improvement and saving in that department will take place. The supply of provisions in general has been abundant, and without the expense of the incessant journey accounts, which pressed so heavily on the funds of the Association at a former period.

The force of the establishment consisted on the 31st December, 1831, of 205 Europeans, 197 negroes, 130 negresses, and 65 children of negroes, besides native labourers ; and the Directors have the satisfaction to state, that the whole colony is in a healthy and contented condition.

It now remains for the Directors to advert to the financial affairs of the Association ; these are exhibited in a statement, signed by the Auditors, which will, as usual, be printed in the Appendix.

In comparing this statement with that of the preceding half-year, the Shareholders will perceive an increase of expenditure of £2574 11s. 11d., which will be satisfactorily explained in the following manner. The Shareholders were informed in the last Report, that 53 miners and mechanics had been engaged in Cornwall, and two others were engaged at the same period in the north. These 55 men left England in October last, and the whole reached Gongo Soco early in January, in good health. The outfit, passage money, and travelling expenses of

these 55 individuals, have added to the account

£2400 : 8 : 3

And the purchase of 70 horses and mules

to convey them and their luggage

from Rio to the Mines.....£ 985 : 17 : 7

Together.....£3386 : 5 : 10

In the ordinary expenditure, therefore, (deducting the increase in the general account from the amount of the above extraordinary expenses,) there has been actually a diminution in this half-year; and it is further to be considered, that in the present excess, many things have entered into store, and become part of the existing property of the Association, such as the horses and mules, and the mining implements; and it is also confidently hoped by the Directors, that the expense of sending out miners will be much diminished, if not indeed wholly got rid of, as opportunities now occur of filling up vacancies in the province, by means of volunteers who go out from Cornwall at their own cost, in search of employment; and Col. Skerrett has already availed himself of the services of several of them, thereby saving not only the expense of

sending them out, but also that of bringing them home at the expiration of their time.

In consequence of the non-arrival of the Zephyr packet at the time the account was made out, the balance of the produce of the Mine to the 31st December last, which was shipped at Rio in February on board that vessel, is not credited in the account. The gold has since reached the Bank, but is not yet disposed of.

The balance of the account, as now presented,
is £15,824 : 10 : 10

To which, adding the estimated nett
value of the 101 bars brought by
the Zephyr £14,468 : 0 : 0

the joint amount is £30,292 : 10 : 10

Out of which the Directors propose to
divide among the
Shareholders.... £15,000 . 0 . 0

And to add to the reserve fund, in conformity to the Deed
of Settlement 1,666 . 13 . 4

making £16,666 : 13 : 4

and leaving £13,625 : 17 : 6

applicable to the general purposes of the Association.

The Directors declare a Dividend, out of the nett profits of the concern, which they fix at *One Pound Ten Shillings* per Share, to become payable at the office of the Association, on and after Monday, the 28th instant, to the Proprietors of Shares who appeared as such in the books of the Association on the 15th of April last.

In concluding this Report, the Directors see no reason to alter their opinion of the favorable prospects of the undertaking. Temporary interruptions, incidental to mining, and particularly in a country subject to such violent falls of rain as the Brazils, may retard the production of the precious metal, but cannot prevent it; and as the experience of the Association increases, so will remedies arise which, although they may not wholly avert all mischief, will so far counteract it, as to render it of little consequence. Latterly the produce has been small; but it must be recollected, that the repair of the mine after the land-slip occupied much of the men's time, and that the adits and levels, after such an influx of water, required to be kept quite free. Upon the average, however, the produce of the 159

working days in the half-year has been nearly $9\frac{3}{4}$ lbs. per day. The Directors therefore congratulate the Shareholders on the steady progress which marks their enterprize, and renew their thanks for the confidence which has been so uniformly reposed in them, and their hope that it will be continued, with the assurance on their part, that they will not relax in their attention to the interests of the Association.

JOSHUA WALKER,
CHAIRMAN.

Winchester House, Broad Street,
May 10, 1832.

APPENDIX.

APPENDIX.



EXTRACTS OF LETTERS

FROM

COLONEL SKERRETT, *the Chief Commissioner,*
at Gongo Soco.

TO THE CHAIRMAN.

30th August, 1831.

“The arrival of Messrs. Baird, Atchison, and Askie at Gongo was on the 26th instant.

“It is now useless to say any thing more of Captain Trebilcock, he left this yesterday with every comfort that circumstances would admit of, in a litter arranged for his convenience by my orders with four men and seven animals: I missed seeing him, as I returned by a different route; mules had been regularly trained for the journey, and I have no doubt of his safe arrival at Rio.

“Mr. Halfeld will, I hope, soon have time to attend to a general survey; we really have a fine farm, but it is seven leagues off.

“ I have nothing new to remark respecting the mine ; you are already aware of my exertions to multiply the stamps, ten more are now completed, making forty, twenty more are expected next month. We can follow down the gold in one direction with the force we have, and possibly the produce may increase as we sink ; my wish, however, is to do justice to the mine with more permanent views and extension of operations, which I consider more advantageous than those of so partial a nature.”

9th September 1831.

“ The date of my last was the 30th ult.

“ I am making every exertion to complete more stamps ; you can form no idea of my difficulties. I have placed Mr. Baird at the head of his workmen, and hope he will exert himself. I am obliged to put Mr. Halfeld to surveying, drawing, and miscellaneous purposes, for which he is eminently qualified, and will have no sinecure.

“ I have had Jennings here two days ; he has been all through the mine and over the surface : he reports favorably of every thing, but our want of iron ; this may appear extraordinary as we have our forges, but we must not use the charcoal while there is a road or an animal to bring in iron from any other quarter : in the rainy season we may be obliged to consume it.

“ We have fortunately a good supply of tallow, but oil is enormously dear. In all other articles we abound, and having taken advantage of ready money, I understand at very

reduced prices, our meat has not been raised through the worst season, and we have a regular supply of hides: in short, if I can accomplish all I wish about the gold, the Shareholders may be well satisfied.

“Mr. Vesey is returned from Catta Preta, and reports very favourably of the pastures: I shall therefore form a *depôt* for cattle not required for immediate use.

“I beg to refer you to the Captains’ report for the state of the mine, and particularly to the postscript; we have this day 45 stamps *at work*, but some alterations being necessary, cannot yet calculate on produce. I find from both the Engineers that I have little chance of getting up more than 15 extra this year, because the new engine shaft claims so much labour and attention. I can *assert* that no exertion on my part has been wanting.”

19th September 1831.

“Since my last to the 9th instant I have not been favored with letters from England.

“We have nearly completed the sinking of Lyon’s shaft to a new level, and shall commence the cross-cut to the vein next week, which will, I trust, prove the mine not less productive as we go down, before the end of October. We have now 45 stamps at work, which in a few days will be increased to 48: the 15 headmill, (to be in future called *Curtis’s* stamps) is a very fine piece of workmanship; the twelve will meet with further delay, but I still hope to have nearly eighty by the end of the year. It must be observed

that the deep adit and the new one will carry off so much water, that the plan of a regular succession of mills can only be effected, if I can bring in a supply from the opposite side of the valley; but we can augment the number of stamps equally well in the mine, though not so regular. Our late produce has been chiefly from the backs of the 21 fathom east. I have the productive places perpetually watched, the interior of the mine is never without a Captain night or day.

“The lower strakes are now abandoned, and the stuff stamped, cutting off temptation there, and gaining the labor of eight or ten blacks. These are great advantages in the augmentation of stamps. The shed over these strakes with light walls will answer admirably to shelter the children the ensuing wet season while their parents are at work.

“This is the worst month in the year for pasture: we have had heavy calls on our quadruped force, but on the whole seem to have had better success in preserving them than neighbours who have not half our labor. The bullocks have been very severely worked with few casualties, and I think our arrangements under Mr. Vesey’s eye remarkably successful, when I hear such general complaints of mortality elsewhere.

The Captains assure me that there never was more work done in the mine than by the hands lately arrived, *at their own expence*, they really are excellent men.

“The Cumba adit was holed on Saturday, and we shall soon be able to prove it at little expence, but to work it properly we must wait (as stated in former letters) for a western level from Gongo to drain it.

“ The long wished for rains have commenced heavily ; our cattle will derive great benefit from them, last night proved our preparations, I am happy to say they have been effective. I may now observe, that (without any expense beyond the usual attendance on the regos) we have not been a single day throughout the dry season deficient in water; I have Mr. Halfeld, sen. with 14 men examining and strengthening every part of it, and trust we shall not be less fortunate during the rainy months.

“ I have determined on erecting a large wheel in lieu of a very bad one now driving six heads, it will work 24, to be called the “ Chairman,” or “ *Walker's*” stamps ; we have one of the finest axles for that purpose ever seen.”

29th September, 1831.

“ I have been favored with your despatches of the 6th and 20th July, since I had the honor to address you to the 19th instant.

“ I cannot regret the forges having been erected, in the wet season they may do good service, but the consumption of charcoal is so great, that we must not make iron so long as it can be purchased, besides our smiths are now less numerous.

“ I regret to say, that the mine has been very poor for some time, and the stamps less productive from the breaking of a millier, which stopped 12 heads for three or four days.

“ The eastern ground about 20 fathom east of the Eliza wheel, and the first worked by the English, but afterwards abandoned for richer, has been examined on account of our projected stamps: it shews excellent samples, and will pay well; possibly, too, in our progress it may produce as good bunches as any other part of the mine.

“ The old stamping mills have given us great trouble, constantly coming to pieces, the value of every hour is the only excuse for patching them up. I shall lose no time in giving them a thorough repair, and I am almost ashamed of my own urgency in pressing the erection of new; when I have accomplished it as I wish, you will have a more regular produce; having 10 fathoms of cross cut after we complete the sinking of Lyon's shaft. I cannot hold out any great expectation before November.

The iron-work for Skerrett's shaft throws us back a good deal, it occupies our smiths incessantly.”

October 9th, 1831.

“ I have not been honored with your commands since my last of the 29th ult.

“ We continue to search the old workings, and every thing that may tend to future success, and supply for our stamps. I am making every possible exertion to augment the number, but the old ones have given much trouble, and the new ones are hardly yet considered completed, owing to the arrangements necessary for the water: we have, however, altogether

forty-eight in operation, and I expect a daily improvement and early increase.

“ Mr. Baird reports himself well satisfied with the exertions of the artificers, who I limit to two hours extra allowance, and things go on smoothly.

“ The Mine looks well, and Captain Jennings is quite happy that they have discovered a good vein *going down* from the 27 fathom, the back of which is at present productive, about 6 fathoms west of Lyon’s shaft. I beg to refer you to the Captains’ Report for the last month, and the Gold Return for the last nine working days, which will I trust prove satisfactory. Altogether the prospect of the Mine is extremely cheering, but until the cross cut from the bottom of Lyon’s shaft cuts the vein at 34 fathom for the new level, we cannot expect a certain and good return. You may suppose how anxious I am to ascertain whether it improves or falls off as we sink.”

16th October 1861.

“ Since my last of the 9th instant, I have to acknowledge your favors of the 3rd, 13th, and 17th August.

“ I have a couple of new miners on trial, and the Captains speak highly of all those who have come at their own expense. I am very anxious to see Mr. Aveline, when I shall converse with him respecting the arrangements for providing for your people at Rio, and on their journey to this place.

“ Native labor, (from the immense encouragement and wages now given by other Companies) will render that of our English every day more indispensable; luckily they can do a great deal when they set about it. I found that to clear the middle adit, had generally cost by jobs to certain men, about 30 milreis. I had, by advice of Captain Jennings, nine set on at once, who cleared it all in six hours for 1 milrei each. No means shall be omitted to get the necessary works performed with economy.

“ The woodmen may fail like other things, but I repeat my conviction, that without an honest active person in that department, your woods cannot be preserved.

“ The rains have been severe, but not so much so as last season; and I am happy to say are not attended with any accident or injury to the Mine, though the old and new regos have shewn their weak points, and we have had a slight run west of Crickett's shaft, hardly worth naming. The old stamping mills have proved their infirmities a little, and have caused some delay by the necessary repairs. I am so deeply impressed with the importance of this department, that I am most urgent with Mr. Baird. Lyon's shaft is now down to the 34 fathom level, we have about 10 fathom cross cut to the vein, which when completed, will, I ardently hope, answer our best expectations; nothing can be more satisfactory than the conduct of all your Captains, they seem actuated by every feeling the Shareholders can desire.

“ I shall conclude this letter with the hope and conviction (notwithstanding the paltry but persevering attempts to rob me of the confidence of the Association) that my character will be as safe in honorable hands as its property and interests ever have been in mine.”

28th October 1831.

“ Since favored with your dispatches to the 17th August, nothing particular has occurred. The Mine, though not very productive at the present moment, is by no means discouraging, and I cannot but congratulate the Shareholders on the evident wish of the President of the Province to deal equitably with this Establishment.

“ In anticipation of more stamps, we continue to explore those places most suitable in situation and produce to supply them, and not without considerable success: I even hope that a vein north-east of the Imperial level may prove valuable when we can *work* on it, for which we are sinking a winze, as it shewed a good sample of gold, but the stamps like every thing else, require constant repair, which occasions the increase of new ones to be much retarded. We have driven about 3 fathom on the cross cut to the vein from Lyon's shaft, and trust we shall be on it and commence driving the 34 fathom level by the middle of November.”

9th November, 1831.

“ I had the honor to address you to the 30th ult. since when I have not received any English dispatch.

“ 108 bars of gold left this on the 31st ult for Rio de Janeiro, with Mr. Milo Bean.

“ The stamps in preparation shall be finished, and I think we shall find good work for them somewhere.

“ We have had tremendous rains, but not equal to last season. Our supplies are abundant.

19th November, 1831.

“ Since I had the honor to address you to the 9th instant, I have been favored with your dispatch dated 7th September, with its enclosures.

“ The third paragraph affords me satisfaction, in conveying the approbation of the Board respecting the plan of bringing up the new deep adit, though the means of doing it are obviously inadequate; but the new engine shaft will be in effectual operation before you receive this letter, from whence we shall immediately drive to meet it, on sinking to the necessary depth.

“ We have abundance of wheels for every purpose, the stamp heads *at work* vary more as they increase. Alterations, accidents, and repairs will be found proportionate; I shall, however, give you a fair average every ten days. I conceive 43 heads about the number in actual operation. Since last post Curtis's heads, of German extraction, have given, though only 10 at a time have worked, no less than 8 lbs. in seven days, or more than $10\frac{1}{2}$ oz. each head, the greatest produce I have yet seen, but the 12 head stamps working the western rubbish solely have been less productive.

“ Mr. Goodair is with Mr. Hickson at the President's, and will, I hope, return before I dispatch this letter, with useful information. I sent them about the *Duty*, and other important matters.”

Note of the Directors.

Colonel Skerrett mentions that he had detected several gold stealers, and that he had resorted to the assistance of the Magistrates of the neighbourhood, who had properly interfered, and committed one man to prison. Colonel Skerrett had summarily discharged several of the men who were implicated in the transaction, and concludes by saying—" I think it but justice to the Captains and Officers of the Establishment to say, that I have much satisfaction in the recollection of their conduct upon this occasion ; I received every proof of their proper feeling."

29th November, 1831.

" Since my last dispatch of the 19th instant, a very visible improvement (I am happy to say) has taken place. I have never seen the men more cheerful, never half so sensible that they have only to do justice to their employers, to be perfectly happy and comfortable. It had been industriously circulated amongst the men, that they were considered dishonest, and represented accordingly to the Board. I saw them on the 20th instant together, and assured them, al-

though every one was aware that in so large an establishment all men could not be free from censure or suspicion, what I had chiefly lamented was the supineness of the respectable part of it: that my duties were extremely difficult, as I had not only to detect and punish the guilty, but to defend the character of the others, to convince them of which, and let them at once into my situation, there was a little book much at their service—thanks to De Berckem & Co.; that publication has relieved me from the necessity of further explanation, they speak for themselves, and have, I understand, done more service to Gongo, than could possibly have been achieved by their support. If they have alarmed the Shareholders, they atone for it amply, in the very different effect of their meritorious work at Gongo:—a momentary *but violent* indignation seems to have settled down in the most general ridicule and contempt of it through this Establishment.

“ His Excellency the President has issued his orders to the Ouvidor to prosecute the lawless persons lately dismissed.

“ If the rains this season have not been on any one occasion so terrific as that of the last, they have been much more severe in their duration, and by no means less so in their effects, for several days and nights rain has fallen heavily with scarcely any intermission, and has soaked into the Mine in spite of the most prudent precautions—the consequence has been a run so deep as the 21 fathom level; the Captains have therefore been obliged to order a cross level to be driven between Macfarlane’s and Lyon’s shafts, cutting off the dangerous parts already worked out and fallen in; this happily is only attended with temporary inconvenience, and it is

not expected to retard the working of the 34 fathom level more than ten days; it has, however, rendered Crickett's shaft useless for the present; fortunately the machinery of the Eliza wheel is in good order, and the water, which had risen greatly, is completely got under:—during the 25th, 26th, and 27th, nothing could exceed the zeal and activity of your Captains; it would be difficult to say which of them appeared the most anxious or the least considerate of himself, except Jeffery, who has been unwell ever since my last; and as for John Simmons, he has absolutely worked as if his very existence depended on that of the Mine. Except the destruction of a few yards of both the regos, and the decay of some ponderous timbers in the Mine, I have nothing to record that is not favorable and highly satisfactory.

“ You will not fail to observe by the Gold Returns, the continued produce of the Stamps, and that Curtis's has yielded above 10 lbs. in the last week. In my letter of the 19th instant, the calculation should have been above $9\frac{1}{2}$ oz. each *head*. In the hurry of that period, I took it as I heard it at the Mine; but to the date of this, I can venture to assert the produce is nothing short of £200 sterling per head, since their completion, and were the surface half as rich as it has been unguardedly represented, my anticipations would be splendid. We cannot, however, proceed with the rapidity I had hoped for; “ The Chairman ” will, I think, take two months to complete. We have only the same number of Stamps in operation mentioned in my last, owing to the injury sustained by the regos, but to-morrow we shall have 48. Much, however, of the stuff is poor. Mr. Sturz will, I trust, try his experiments in a few days; I recommend his not waiting for the erection of a wheel, which I am confident would occasion a delay of three months.

“ I beg to remark, that the recent theft and its effects, have been as favorable as I expected, many of the men have come forward offering to take the oath.

“ The acting Ouvidor is here, as ordered by the President, to prosecute the men who rescued Lean, most of them are, however, scattered about the country, if not on their way to England.”

9th December, 1831.

“ Since my last of the 29th ultimo, I have received your favor of the 21st September.

“ In driving the new cross level between Macfarlane's, Lyon's, and Cupboard bound shaft 21 fathom, they have cut a vein formerly lost when driving too far north; this little discovery, yielding 4 or 5 lbs. of gold, amply pays for the work, and may hereafter prove more valuable; the constant cry is for more *black* labor to clear the Mine of stuff, excellent for stamping, before it comes in and is lost for ever—believe me the calculation on the surface was much exaggerated. The “Deputy Chairman” has already consumed the whole of one rich heap, and the 15 heads do not now produce more than two thirds of what 10 yielded before. Stamps, however, must always pay well, *if we can* raise the stuff for them. I am therefore planning with the Captains and Engineers the best and cheapest mode of doing it, and hope yet to turn the steam engine to that account, which was always my wish.

“ I have now to record the most extraordinary calamity

that I have ever witnessed, but beg to assure you, with as little to regret as any circumstance of so formidable a nature could have been attended with. Yesterday evening, soon after six o'clock, when most of the people had left the Mine, the hill, or rising ground between two projecting parts of the mountain, forming a valley in which it rose, suddenly slipt into the lower ground just within the Mine gate, and in an instant filled the new pit for the Chairman's Stamps, and all the open part of the old deep adit (about 100 yards) carrying with it, and burying many trees, and I fear some bullocks, (one was extricated uninjured). All was for some minutes silent panic, during which a man came down to me, and I was at the Mine as fast as horse could carry me, when I observed a floating mass of red clay, covering, I should think, three acres; by this time some of the men went in to endeavour to turn the stream which had been opened to Curtis's Stamps (outside the gate) into the adit, supposing it would have helped to clear away the mud, but they sunk in it to their hips, and it was a long time before the channel of the adit was found, and on the mud running off or settling a little, it was discovered that the bed of the adit was from 12 to 15 feet below the surface, consequently there could be no doubt of such slippery stuff at the moment of its velocity having choked up the interior or covered part; the conclusion was unhappily just, and a force of full 100 men of all colors and classes have now been engaged in clearing it 18 hours. Yet at the present moment, only three have been able to penetrate *on their breasts* about 4 fathom. Stones, trees, and every description of rubbish have impeded their progress, and hardly any of the mine water has yet been extracted. No human foresight or exertion could have averted this phenomenon, which cannot be accounted for, except by the trea-

chery of the soil and the violence of the late rains; and the formation already described, which (though of so many years accumulation, and covered with timber) seems to have grown out of the deposit from the mountain north, east, and west, and may have been (though hidden with brush-wood) gradually loosened from its bed by its side channels and internal springs, and carried down at once by its own weight and want of solidity. I have heard no opinion that shakes this conclusion.

“ We have had the finest weather in the world, and all parties doing their very utmost for the Association; it would hardly be fair to make a distinction where honest exertion was so very general. I trust that should the very worst happen, it will not be irreparable when the new shaft commences work, and that my next letter may convey that pleasing intelligence; it is impossible to anticipate evil when men are actuated by a hearty determination to avert it: at all events it is a satisfaction to know that if we do suffer, it is not through any neglect of your Establishment. At the same time I must be permitted to observe, that open cuts at the mouth of the adit in so mountainous a country must always be dangerous in a rainy season, and that I have frequently had occasion to keep this one clear, which was accomplished about ten days ago. I might even observe, without reflecting upon any party, that the position was badly chosen, as it should unquestionably have commenced a few fathoms lower, where it would have been covered, and full 5 fathom deeper, with a capital fall. I reserve further information to the last moment in a postscript.

P. S. 2 o'clock—9th. I am this moiment returned from

the Mine, the adit is still choked up, but the shafts are firm, though Lyon's had not been expected to stand; the new one, if necessary, can with some of the iron work of either old ones be made ready in three or four days; and the Captains assure me that were all the old workings to fall in, a few weeks delay would be the most that could happen, and the Mine would then be safer than ever. They brought up a good box of stuff from the 21 fathom while I was there."

12th December, 1831.

"In the midst of confusion on the 9th instant, it was impossible for me to devote a single moment to the investigation of causes. I have, however, since examined minutely myself every part of the surface from whence the accident of the 8th instant arose, and find nothing whatever to change my opinion. The variety of conjectures are hardly worth noticing, but it is certainly to be observed, that in some places where the ground has been thrown out many fathoms, the soil was dry, which may give a color to the conclusion that it was a slight shock of earthquake, and there are a few cracks in various parts of the adjacent ground to confirm it; yet I am inclined to impute them to the loss of the support or pressure so suddenly removed, and the cracks lower down about the mine are readily accounted for by the falling in of some of the old backs and other workings.

"The anxiety to be expected from the event in question, will be considerably diminished on receipt of this letter, which I send off in the hope that you will receive it with that of the 9th.

“It affords me heartfelt satisfaction to assure you that I anticipate nothing worse than a little extra labor and delay. Not a single individual has sustained the slightest injury, and even on Sunday, Brazilian seemed to vie with English exertion. We had two hours very heavy rain last night, but I had a trench and bulwark prepared against it, about 10 feet from the mouth of the adit, which completely protected it against the slippery enemy. A large quantity of water soaked into the mine, and gained upon the wheel: it is however kept under, for, fortunately, the rego is in perfect order; this may require some explanation, the front of the hill being carried away, and it would be mere affectation to pass over the satisfaction I feel in having been the humble instrument of saving it: for the tunnel mentioned about 18 months ago, cuts off the whole of the promontory round which it then ran, and sends home the water which would have all come down, but now happily continues its uninterrupted course to the wheel, draining the mine, which must otherwise have been drowned. The stamps are likewise at full work, and our produce has been little affected. On the 9th it was $7\frac{1}{2}$ lbs—10th more than 8 lbs.—and 12th (this day) $5\frac{1}{2}$ lbs—We shall have Crickett’s and the New Engine shafts at work before the end of the week, and, (as far as human exertion can ensure it) you may rely on the re-establishment of perfect order in a few days. You will not, however, fail to observe the predicament in which we should be placed at this season of the year, had we been reduced to one engine, which is obviously inadequate to more than keeping down the vast accumulation of water from all quarters, until we can bring the other into use to drain the mine effectually.”

December 13th.

“ I deferred sending off the foregoing yesterday, hoping to have something decisive from the Captains this morning, but I have given you a tolerably fair general statement, and can only add, that until the water is got under completely, it would be premature to offer a description of the mine; but they seem to think that no gold will be lost, although to take it out may be for a short time retarded: and it seems pretty clear that taking it away from the arches formerly, without securing the ground, has had much influence on the present occasion.

“ I am glad to hear that it is not found necessary to drive a side level from the mouth of the adit, as it is found repairable.”

19th December, 1831.

“ I have taken great pains not only by personal inspection, but by examining the Captains and Engineers, to ascertain when it may be in my power to give you the most accurate information as to our future operations, and have reason to believe that by the next post I shall be enabled to do so.

“ In the mean time I beg to say, that bad air has retarded the completion of the side level from Macfarlane's shaft to the cut between Lyon's and Cupboard bound, the timbering of which (not a fortnight old) was crushed on the late extraordinary visitation, but we have only about four fathoms to

drive, which we hope to accomplish in 3 or 4 days, when Crickett's shaft will immediately co-operate with Lyon's in draining the mine. The machinery of Skerrett's is this day completed, and comes into operation to-morrow; it was retarded a good deal by the driving of six or seven fathoms through the hill, and an open cut of about twenty fathoms for the connexion rods, both of which required timbering and covering in, to guard against the treacherous element that has caused so many accidents, before we could with prudence set the machinery at work.

“The mine once drained, I do not find that any one is apprehensive of much delay, and hope we shall shortly be at work in the 34 fathom, though it would be childish to suppose that we shall not meet with some obstruction in the 27 fathom after this inundation; and I must not close this article without observing, that had not the greatest attention been given to Lyon's shaft and the adjacent parts, this calamity had been much more serious; but they had been objects of great anxiety and exertion with the Captains for some time before, to whose activity and precautions we are much indebted.

“There are several visitors here at present from Rio de Janeiro, &c. who say that rumour has been (as usual) busy; they express their astonishment to find every thing going on so regularly. In short I have represented in this and my two last letters a faithful and uncolored narrative of facts on which you may entirely rely: and both Captains and Engineers collectively and separately assure me of their sentiments as already stated. I of course regret that in point of production this year does not close as I had expected, but I

have much to be thankful for, the fine weather of the last fortnight in particular, which has enabled the Establishment to put forth its strength to the best advantage.

“The five adits are in future to be distinguished as follows :

- No. 1. Formerly middle level, mouth closed, but near 12 head stamps.
 2. Mouth near the saw mill—not used.
 3. 21 fathom level.
 4. 27 fathom level, not holed.
 5. 48 fathom level—14 below the 34.”
-

30th December, 1831.

“I have been favored with your dispatches to the 5th October, since I addressed you on the 19th instant.

“You are already aware of the advantage I have taken of several good men having arrived in this country, to give them employment.

“Of the mine, I have the pleasure to inform you that it has sustained no injury but that already stated, delay the only consequence, and I have great hope that the water pooled in the 21 fathom level will be got out in a day or two; the tributers have re-commenced in the 27, but lest the water should break out into the 34 cross-cut, where there is little room and no outlet, we cannot venture to work it for a day or two, as the people would be endangered before it could be pumped up.

“ The gold troop will leave this with the produce to the end of the year about the 20th January, when I shall forward section and ground plans to the same period, to which I shall beg to direct your particular attention.”

9th January, 1832.

“ Since my last to the 30th ultimo, I have been favored with your dispatches of the 19th October, and 2nd November, 1831.

“ With sincere concern I have to report the death of poor Mr. Aitchison on the 5th instant, and for particulars to refer you to the Surgeon's report.

“ Fifteen men arrived here yesterday the 8th from Rio, they are in good health, apparently very respectable, and their agreements precisely what they should be. They came straight to the Casa Grande, and quite prepared for the solemn oath they were to take.

“ The late occurrences in the mine had rendered the last 7 weeks of the year less productive, and just as we had reached the vein by the 34 fathom cross-cut, our expectations were overthrown by a calamity that at first presented a most discouraging prospect, but happily it was met with adequate energy, and already proves what cordial and united exertion can achieve: the conduct of every part of your Establishment connected with the mine, to which I must add the village workmen and feitors, demand my highest praise, a more per-

fect union of heart and hand was impossible, and in 36 hours our worst apprehensions were relieved.

“Many minor occurrences ensued, the natural consequences of a large body of water accumulating in the mine; but every casualty was met with promptitude by a corresponding expedient, and the mine is absolutely uninjured, leaving little trace of the calamity, except in the temporary obstruction which is I trust almost on the eve of removal.

“I have the pleasure to conclude this letter with the assurance that there is a strong and promising vein in the eastern end of the 27 fathom, and though the water is not entirely out of the 21, the men are in the 34 clearing away the rubbish and mud, which have done no injury whatever, and we are consequently in daily expectation of cutting the vein, after which we may consider the mine once more in full work. There are other points the minutiae of which would be a mere repetition of what will be found in the Captains’ and Engineers’ reports. I shall therefore only add, that the section and plan that will accompany the gold, will develope any thing in which my statements may have been deficient.”

19th January, 1832.

“There has not been any English mail since the letter I had the honor to address to the Board the 9th instant, but I have the pleasure to inform you of the safe arrival of all the miners and blacksmiths, likewise of Mr. Bayly, and Lewis, the tilt hammerman.

“ We have commenced sinking the adit engine shaft, and mean to apply the wheel preparing for Walker’s stamps to it, which will be an immense saving of time, labor, and expense ; the intended position will not be altered, and as we could not work many heads until the surface produce increases, nothing will be lost by this arrangement, but full 3 months gained upon the deepest adit, which experience proves to be most important. I am therefore determined to push it on with the utmost vigor.

“ Lyon’s stamps have at last fallen to pieces : the wheel was a very old one brought from Catta Preta, and all the frame work decayed, but your new stamps and engine shaft will be amply paid for by the deposit of gold in the pit and about the canoas, where David Eddy found a few small prills, and of course had all the mud and jacotinga heaped up, knowing it to be good, but it is hardly possible to describe his joy on finding it yield (the 14th instant) 18lbs. of gold.

“ The mine is going on very favorably, and I am glad to inform you the water lodged in the 21 fathom has at last gone down without accident to any one : it retarded the cross-cut of the 34, but being now pumped up, we expect to reach the vein by to-morrow according to the measurements. The section just completed by Mr. Halfeld will accompany the gold taken out to the 31st December, which proceeds to Rio to-morrow or the 21st at farthest ; I beg your attention to the former, and likewise the ground plan, they embrace, I think, all our works. I do not affect to be a miner, but cannot help remarking the meanderings of the levels, which cannot have been always occasioned by the badness of the ground, though certainly so in many instances, particularly lately.

“The last day’s stamp washing proved rich because the stuff came from the east end of the 27, from which we have a hard, solid, tough gold, said to be superior to any ever found here before. We have only 42 heads at work, but they are quite sufficient until we get up more stuff, and have more carts, which are now in hand. I do not intend, in consequence of the alteration in the application of the new wheel, to complete the number to more than 60 for sometime: I shall not, however, enlarge on the subject more, than to repeat that *former* calculations have proved rather erroneous, though I think that ultimately I shall be able to effect my object by different means.”

29th January, 1832.

“I have not been favored with your commands since my last to the 19th instant.

“The new men are settling well to their work, like seasoned servants, only one of them has been seriously ill, and he is now convalescent.

“I ought to have mentioned in my last, that the refuse from the old pit and bed of the canoas produced about 6lbs. more, subsequent to the 14th instant, making a total of 24lb. gold, of which it is extremely probable a large proportion would have been lost had it not been for the active attention of Eddy; this was claimed by the Captains as mine produce, by him for the stamps, and I think justly; I wish them many such harmless controversies. He is now taking off the water from the other 6 heads preparatory to their repair.

“I fear you will be alarmed at the poor return that accompanies this letter; when I last wrote they assured me the water was going down from the 21 fathom, but on enquiry I thought it advisable to direct that no risk should be encouraged, as there was evidently considerable danger, and even on holing the new-cut in the 21, the water remained up to the middle of the men, and as bad in the 34, owing to stuff very difficult to remove, it has therefore been found better to wait for complete draining before they attack the vein in the 34, near which the water gushes out as it did this time twelvemonth in the 27: in the eastern end of the latter the gold is gone down. In the 14 west of Shore’s shaft, (just repaired,) Jennings has always said that the true vein was north of the workings; they are now driving there; they took about a pound of gold out since my last, which confirmed him in the opinion, and to day, 28th, they have brought up a box with more than 3lbs.

“I cannot but encourage every possible trial while we can spare the men, who in less than three months will, I trust, be in the adit.”

January 30th.

“The machinery of Mr. Sturz has been inundated, but without injury; we have had a run from the surface to shallow adit of no consequence, the rains are very heavy, but have done no mischief whatever, except adding to the moisture every where. I had a Committee of the head Captain, Engineer, and Messrs. Halfeld under ground. They report most favorably of the general state of the mine, and particularly the good management by which Lyon’s shaft has been secured and enabled to weather the late trials, but

the driving of the levels and deficiency of convenience for transport of stuff, will require some notice when I receive further information, and notwithstanding the advantage of practice and experience, prove that something more may be occasionally useful."

2nd February 1832.

"Since I had the honor to address you to the 30th ult. I have been favored with your letter of the 16th November.

"Every thing is going on satisfactorily: in my next return you will find that Curtis's heads were worth last week more than a pound of gold each, yielding more than 15 lbs. The mine I am satisfied will shortly behave as well as ever, though I have no expectation of immense bunches, but every thing is coming round rapidly."

8th February, 1832.

"Having addressed you so lately as the 2nd inst. I have little to add on the subject of the mine, except the pleasing intelligence that the incessant and heavy rains have caused no further damage; that they have greatly retarded the draining, and of course the works, is unquestionable; but without any other consequence than temporary disappointment. The very wet state of the 34 level has hitherto rendered it unsafe to approach the vein until the ground is dry, but the upper levels are coming into regular work, the advantages of which

we are in daily expectation of. I refer you to the Captains' report of last month which might be very nearly the same to the present day, but beg you will observe the progress made in the new Engine or Vesey's shaft, to which I may add about 3 fathoms. I am most anxious to bring up the Gongo adit before we go lower, the expedience, if not the necessity of which, is so very obvious.

"Some tolerable work is brought up from the 14 westward and 21 east of Lyon's; the stamps of yesterday (Curtis's) have again produced handsomely, nearly 30lbs. in the two last weeks, vide gold return; a part of the stuff was taken from the 27 fathom nearly a year since, and a part of it more recently; this, the Captains wish me to notice, as they complain much of the expectation formerly held out from the stuff on the surface, what they declare to have been (as already proved) without sufficient foundation."

18th February, 1832.

"Since the 8th instant, when I had last the honor to address you, I have been favored with the duplicate of your despatch to 7th, and original of the 16th and 20th Dec.

"I fear it will not be in my power to spare Mr. Halfeld for the general survey as soon as I had wished, but trust in a month or two he may be able to commence it, so as to forward it with our works to the end of June.

"You must be tired of the unavoidable delays and changes in the stamps: the decayed six head stamp mill lately dis-

mantled is already replaced by a fine new wheel, and eight heads, to be called "Goldsmid's," which will complete 50 to be at work next week. The Chairman's 10 or 12 heads will likewise, I trust, come into operation very shortly, though retarded by the arrangement to apply the wheel to the new engine shaft to bring up the adit. I can, however, assure you, that to find food for so large a family will be the utmost we can do for a long time, and the principal consideration with me is where to find it of such a quality as to produce a return to justify their erection, but do not from this imagine that I despair of success.

"I have not sent any dust to the mint of this year, hoping every post for information as to the receiver of the duty.

"I shall send you a few pounds of unwashed stamped jacotinga as requested with the next gold, and shall wash an equal quantity of it here, and note it for your information.

"The incessant and heavy rains till the last three days have retarded the draining of the mine, (at all times springy and wet) and likewise the regular working, we should otherwise have sunk winzes on the 34 fathom, where we must shortly have gold. We had a fine sample of gold yesterday from about two fathom east of cross-cut from Gibson's shaft 21 fathom: it appears to be of the same quality as that gone down from the 27 end east. The western part of the mine is clearing fast, and we hope to be able to prove it better in a short time. In Skerrett's shaft a bucket rod was broken on the 15th which caused some delay, but the water is again down. I trust Mr. Baird will be able to get the new engine at work by the middle of April, and that we shall soon have four sets

of men driving in the new adit, for which Vesey's shaft is timbering fast, and will be ready about the end of next month."

28th February, 1832.

"It gives me great pleasure to inform you, that the Captains commenced sinking a winze yesterday the 27th, south of Lyon's shaft from 27 fathom to 34 fathom level: two boxes of stuff have been brought up, and promise well; we are all anxious about the state of the ground as they proceed.

"The stuff from the winze I have just heard is very good, another box is just brought up, two o'clock 28th February."

MINING CAPTAINS' REPORTS.

ADDRESSED TO THE CHIEF COMMISSIONER.

Gongo Mine, 1st September, 1831.

"SIR,

"According to your request we beg leave to lay before you an account of the work done in this Mine during the last month.

"In the 27 fathom level, east of Lyon's shaft, we have driven two fathoms, one foot, which brought the end so far east as to be opposite Gibson's shaft, we therefore thought it proper to sink a winze on the vein from the 21 fathom level to the above mentioned end, for the purpose of ventilating the same, and also to prove the vein, which done, (having a pretty good vein of gold in the winze) we found it necessary to close up the 27 fathom end, in order to drive a cross cut from the same to the above-mentioned shaft. In this cross-cut we have driven one fathom, three feet, which proved to be very wet and soft, but at present the ground is much more favourable and not so wet; we have about five fathoms more to drive to complete it: when this is done, we intend to sink and hole the shaft thereto, which will be of great advantage to us in clearing the stuff, both from the end and the backs. In the back of this level we have stoped fifteen fathoms, three feet, which has produced some good bunches of gold, and some still remains in sight. In the 27 fathom level, west of Lyon's shaft, we have driven seven fathoms, two feet, six inches, which has been poor. In the

back of this level we have stoped five fathoms, three feet, which has produced a little gold, and still a little remains in sight. In the 21 fathom level, east of Goldsmid's shaft, we have driven two fathoms, five feet, which has been poor : we have also sunk a winze on this end from the 14 fathom level, for the purpose of ventilating the same, and proving the vein ; it has been poor, but the stuff both from the end and the winze shews a little gold when washed. In the back of this level we have stoped three fathoms, three feet, which has also produced a little gold.

“ In the back of the 21 fathom level, east of Lyon's shaft, we have stoped six fathoms, which has produced a little gold. We have driven a cross-cut from the 21 fathom, east of Goldsmid's, four fathoms, two inches, south, for the purpose of proving the jacotinga ; in this cross-cut we have cut a vein, which shews a very fair sample of gold when washed. In the 27 fathom level, east of Crickett's shaft, we have driven five fathoms, one foot, which has been poor : we have also driven a cross cut from the above mentioned level three fathoms, five feet, south, for the purpose of proving the lode ; this we found to be very poor. Lyon's shaft we have sunk three fathoms, one foot ; and Skerrett's shaft, two fathoms, five feet, seven inches : in the shallow adit west we have driven four fathoms, one foot, which has been poor. In the old deep adit, we have driven four fathoms, four feet, and an air level over the same, six fathoms, one foot, six inches ; the vein in these levels, is poor. In Gongo adit we have driven seven fathoms, two feet : we have driven a cross-cut at the shallow level, north from the adit shaft, in the mountain, three fathoms, four feet, with an intention of cutting the jacotinga. In the shallow level, west of Wray's shaft, we have driven five feet, eight inches ; the vein in this level is poor.

“ In a cross-cut north-west from Bennett’s shaft, we have driven fourteen fathoms, three feet, for the purpose of proving the jacotinga as stated in our last report ; it is hitherto poor : we have also sunk a winze from the surface to the west of Bennett’s shaft ten fathoms, for the purpose of proving the vein, which is also poor.

“ We have completed the clearing of the Cumba level, and have driven east of the vein seven fathoms, three feet : we have also commenced driving a new adit towards the Cumba for the purpose of unwatering the mine : in this adit we have driven thirty-one fathoms, and have about thirty-three fathoms more to drive to complete the same ; when this is done (which we expect will be done in the course of this month) it will save the great expense to which the Company has been subject, occasioned by the drawing of water with horses, and whilst the mine is thus kept dry independent of them, we shall be able to stope and prove the backs or otherwise as we may have men to spare for that purpose.

“ We remain, &c.

(Signed)

“ N. HARRIS,

“ B. JENNINGS,

“ WM. COLLINS,

“ WALTER BRAY,

“ WM. JEFFERY.”

“ P. S. We have effected a communication between Lyon’s and Crickett’s shafts, in the 27 fathom level, and although we have had a very poor channel of ground in it these last

few months, yet having a very kindly vein, and much more favourable ground near Crickett's shaft, we think it highly necessary to extend the 27 fathom level west towards the Cumba, which will not only be proving the vein in this level, but at the same time, we shall be making preparations for the future workings of that part of the mine: this level (being twenty-five fathoms perpendicular deeper than the Cumba mine,) will be an excellent adit for the same, providing the vein there should in future prove to be rich under its present bottom. As we are now sinking Lyon's shaft, we find it necessary that Crickett's engine should still draw her own water, until Lyon's shaft is complete to the 34 fathom level, and then we consider that the pumps and rods should remain in their places; in the event of our discovering any gold in the western part of the mine, we may at once begin to sink that sump for a new level."

6th September, 1831.

Gongo Mine, 1st October, 1831.

" SIR,

" According to your request, we beg to lay before you an account of the work done in the Mine during the last month.

" In the 27 fathom level, west of Crickett's shaft, we have driven six fathoms, three feet; the vein in this end is poor, but when washed, shews a little gold.

" In the 21 fathom level, east of Goldsmid's shaft, we have driven five fathoms, one foot, by the side of the vein,

which we expect to have in the end in the course of a few days.

“ In the 14 fathom level, east of Goldsmid’s shaft, we have driven four fathoms; the vein in this end when washed, also shews a little gold.

“ In the 27 fathom level cross-cut towards Gibson’s shaft, we have driven four fathoms, two feet, thereby completing the cross-cut, and we have also cut a plat under the shaft.

“ We have sunk Lyon’s shaft two fathoms, three feet, and a half, and have one fathom more to sink, before we commence driving a new level.

“ Skerrett’s shaft has been sunk one fathom, three feet, and a half, but is now stopped until the pumps and machinery to draw the water therefrom are prepared and erected, and the men are removed to sink Gibson’s shaft to the 27 fathom level, which we hope will be completed in about a fortnight.

“ The 7 fathom level, east of Goldsmid’s, has been driven one fathom, five feet and three quarters; the vein in this end is looking kindly, and when washed shews gold.

“ The cross-cut, north-west of Bennett’s shaft, has been driven one fathom, five feet, but the lode has hitherto been poor.

“ In the winze on a vein to the west of Bennett’s shaft, we have sunk three fathoms, two feet; this winze is also poor.

“ In Gongo adit we have driven three fathoms, three feet and three quarters; the ground in this adit has continued hard.

“ In the old deep adit we have driven four fathoms, four feet and a half; the stuff from the vein when washed shews a little gold.

“ In the air level, over the old deep adit, we have driven five fathoms, four feet, eight inches; the vein in this level has hitherto been poor.

“ The cross-cut north from the adit shaft in the mountain has been driven five fathoms, four feet and a half, and we expect soon to cut the jacotinga.

“ The shallow level, west of Wray's shaft, has been driven nine fathoms, five feet, four inches; the vein when washed, shews a little gold.

“ In the back of the 27 fathom level, east of Lyon's shaft, we have stoped fifteen fathoms, three feet, which have produced some bunches of gold, and we have still some remaining in sight in the stopes.

“ In the back of the 27 fathom level, west of Lyon's, we have stoped nine fathoms, two feet, which have also produced some small bunches of gold, with some still remaining in sight.

“ In the back of the 21 fathom level, east of Lyon's, we have stoped ten fathoms, four feet, which have produced a few small bunches of gold, and we have gold still in sight.

“ In the back of the 21 fathom level, east of Goldsmid’s shaft, we have stoped five fathoms, one foot, which have produced some small bunches of gold.

“ In the back of the 7 fathom level, east of Goldsmid’s shaft, we have stoped two fathoms, two feet, which have proved poor.

“ The new adit at Cumba is completed, and has let down the water, and we have taken away the men from it, and commenced opening the old shallow level about four fathoms above this adit, in order to sink a winze and prove the vein.

“ We remain, &c.

(Signed) “ WM. JENNINGS,
 “ NICH. HARRIS,
 “ WM. JEFFERY,
 “ WALTER BRAY,
 “ WM. COLLINS,
 “ B. JENNINGS.”

7th October, 1831.

“ P. S. Since the date of the above report, we have opened and cleared an old shallow level driven by the Portuguese previously to the Company’s purchase of this estate, situated in the eastern part of the Mine; we have proved some stuff from two veins here, which have shewn when washed a fair sample of gold; and as the veins appear promising, we intend to put a man or two when we have hands

to spare, to drive east in the end, and prove these veins in the mountain.

“ We have also cleared an old level driven in the mountain north of the old great wheel; here we find a kindly vein, which also shews a little gold when washed, and we intend to drive west in the mountain for the purpose of proving this vein also.”

Gongo Mine, 1st November, 1831.

“ SIR,

“ Since we had the honor of laying before you our last monthly report, the following work has been done in the Mine.

“ The 27 fathom level, east of Lyon’s shaft, has been driven one fathom, six inches; the men in this level have for the greater part of the month been clearing and repairing the level and plat under Gibson’s shaft, in order to take away the stuff from the end and the backs.

“ The 27 fathom level, west of Crickett’s shaft, has been driven four fathoms, five feet, ten inches, which has been poor.

“ In the 21 fathom level, east of Goldsmid’s shaft, we have driven two fathoms, four feet; in this end, the vein seems to be going more to the south than formerly, but we hope in a few days to have it again in the end.

“ We have driven a cross-cut south, in the 27 fathom

level, between Crickett's and Lyon's shafts, two fathoms, four inches, and have cut a vein, which shews a good sample of gold when washed ; in the course of a few days we shall be able to stope the back on this vein, for the purpose of proving the same.

“ We have commenced driving a cross-cut south from Lyon's shaft, in the 34 fathom level, and have driven three fathoms, two feet and a half ; we hope by the end of the month to come near the vein.

“ In a cross-cut in the 27 fathom level, near Lyon's shaft, we have driven one fathom, two feet, south, and have cut a vein, which shews a good sample of gold when washed.

“ The 14 fathom level, east of Goldsmid's shaft, has been driven three fathoms, five feet, six inches ; the vein on this end when washed shews gold, but is poor.

“ We have holed a winze from the 7 on the 14 fathom level ; the vein in this winze when washed shews a little gold.

“ In the shallow adit, east of the Eliza wheel, we have opened four fathoms, five feet, on a vein which shews a good sample of gold, where we have some hundreds of fathoms of whole ground standing unworked : this place has not been before worked since the Company bought Gongo ; we hope in a few days to commence sinking a winze to prove the vein.

“ The 7 fathom level, east of Goldsmid's shaft, has been driven eight fathoms, four feet, three inches ; the vein in this end when washed shews gold.

“The old deep adit has been driven five fathoms, one foot, eight inches ; the vein in this end is much the same as mentioned in our last report ; the stuff when washed shews a little gold.

“The air level above the old deep adit for conveying air to the end, has been driven two fathoms, two feet, two inches.

“The shallow level, west of Wray’s shaft, has been driven four fathoms, five feet, eleven inches ; the stuff from the end when washed shews a little gold.

“The cross-cut, north from the adit shaft in the mountain, has been driven five fathoms, three feet.

“In the back of the 27 fathom level, west of Lyon’s shaft, has been stoped ten fathoms, two feet, eight inches ; in these stopes we have had some good bunches of gold, and have gold still in sight.

“In the back of the 27 fathom level, east of Lyon’s shaft, we have stoped eleven fathoms, three feet, six inches ; these stopes have produced a little gold, but are poor.

“In the back of the 21 fathom level, east of Lyon’s shaft, has been stoped six fathoms, two feet ; these stopes have also produced a little gold, and we have still gold in sight in them.

“In the back of the 21 fathom level, east of Goldsmid’s shaft, we have stoped one fathom, three feet, which have been poor.

“ In the back of the 7 fathom level, east of Lyon’s shaft, we have stoped three fathoms, one foot, which have been also poor.

“ In a shallow level, driving west, behind the old wheel, we have driven on a north vein eight fathoms, one foot, six inches ; the stuff from the end, when washed, shews a little gold.

“ We have cleared in an old shaft, situated in the western part of the Cumba mine, three fathoms, five feet and one-third, and have also cleared a cross-cut south in the bottom of the shaft one fathom.

“ In Gongo adit we have driven eight fathoms, four feet, ten inches. This adit during the last month has been driven by four of the men who came out to the Brazils on their own account, and were engaged by you to work on bargains, and we beg to call your attention to the fact, that though the ground in the adit has been but little better than that through which it was driven in the previous month, also by four men, some of whom were, however, more or less sick throughout this time; these first named men have by their exertions, opened more than double the distance within the same period ; we have, in fact, been so well satisfied with their industry and perseverance, that we have now placed the other five men engaged by you under similar circumstances in the old deep adit, and have given them to understand that their pay will depend on their exertions, as they are not enough men to take the adit as a bargain ; and we cannot help adding, that it would be an immense advantage to the Association, by saving them both time and expence, if any arrangement

could be made at home, by which the Miners who shall be in future engaged by them, should be engaged to work on bargains, instead of receiving, as they now do, a *certain* stipulated sum per month, not at all dependant on the quantum of work performed.

“ We remain, &c.

(Signed) “ WM. JENNINGS,
 “ NICH. HARRIS,
 “ WM. COLLINS,
 “ WALTER BRAY,
 “ WM. JEFFERY.”

Gongo Mine, 1st December, 1831.

“ SIR,

“ We beg to lay before you our report for the last month, containing a statement of the work done in the Mine during that period.

“ The 34 fathom cross-cut, south of Lyon’s shaft, has been driven ten fathoms, three feet ; we think that we are very near the vein in the end, but are obliged to stop working here for a few days, in order to drive a side adit from the Cupboard-bound shaft to Macfarlane’s shaft, for the purpose of cutting off the water from the 21 fathom level, which last named level was formerly driven on the vein from Lyon’s shaft east and west about 26 fathoms. On the 24th ult., a few fathoms west of Lyon’s shaft, this level gave way, and we have determined not to repair it, as the vein is already

taken away for many fathoms east and west of the said shaft; and the old backs are standing on rotten timber, and will never be available or profitable for further workings.

“ We have driven the 27 fathom level, east of Gibson’s shaft, three fathoms, five feet, six inches; the vein in this end is looking kindly, and shews a good sample of gold when washed.

“ Gibson’s shaft is completed, and every thing there is prepared to take away the stuff from the 27 fathom level.

“ The 27 fathom level, west of Crickett’s shaft, has been driven five fathoms, four feet; the vein here is poor.

“ In the shallow level, east of the Eliza wheel, we have driven five fathoms. The vein in this level when washed, shews gold, and will serve well for stamping.

“ The old deep adit has been driven five fathoms, four feet, six inches; the stuff from the end, when washed, shews gold. The air level above this adit has been driven five fathoms, one foot.

“ Gongo adit has been driven seven fathoms, one foot; the ground here has been much the same as mentioned in our last.

“ The cross-cut north from the adit shaft in the mountain has been driven six fathoms, ten inches; we have not yet cut the lode in this end.

“ The 21 fathom level, east of Goldsmid’s shaft, has been driven three fathoms, three feet; the stuff from the end, when washed, shews gold.

“ In the back of the 27, and bottom of the 21 fathom levels east of Lyon’s shaft, we have stoped eighteen fathoms, four feet; in these stopes we have good bunches of gold.

“ In the back of the 27 fathom level, west of Lyon’s shaft, we have stoped six fathoms, three feet; these stopes have also produced some small bunches of gold, and we have gold still in sight in them.

“ In the back of the 21 fathom level, east and west of Goldsmid’s shaft, we have stoped seven fathoms, one foot: which stopes have also produced a little gold, and some gold still remains in sight.

“ At the Cumba mine the heavy rains, which set in early this season, have brought in some part of the adit, although it was secured with good timber, and we are now obliged to drive a side level round the run, that the water may have its regular course out of the mine, or else to stop the Cumba until the wet season is over; we have decided upon driving the side level, and it is already in five fathoms. We have also repaired the mouths of three shafts that fell in owing to the heavy rain, and to the soft and sandy nature of the ground, which, when water comes in contact with it, unless closely timbered, generally gives way.

“ We remain, &c.

(Signed)

“ WM. JENNINGS,

“ BEN. JENNINGS,

“ WM. JEFFERY,

“ WM. COLLINS.”

Gongo Mine, 1st January, 1832.

“ SIR,

“ In laying before you our report of the work done in the mine during the last month, we must preface it by stating, as you are already aware, that we have been in a great measure employed in repairing the damage occasioned by the fall of a mountain on the 8th ult., which closed the tail of the 21 adit, and for upwards of thirty-six hours prevented us from working our engines; during which time the water rose as high as the back of the 21 fathom level, and when removed, some places fell in, and others we have been prevented from working during the greater part of the month, as mentioned more particularly below.

“ The 34 fathom cross-cut, south of Lyon’s shaft, remains as mentioned in our last, but we hope in a few days to commence driving here.

“ The 27 fathom level, east of Gibson’s shaft, has been driven one fathom, one foot; in this end we have had some gold, and have a good bunch still in sight.

“ The 21 fathom level, east of Goldsmid’s shaft, has been closed for the last month, the men having been employed in sinking a winze from the 14 to the 21 fathom level for air, and to prove the vein: the winze has been sunk eight fathoms, six inches, and is nearly completed.

“ The 14 fathom level, east of Goldsmid’s shaft, has been closed; the men have been employed repairing the 21 adit, and assisting the timbermen in other places.

“ The 7 fathom level, east of Goldsmid's shaft, has also been closed for the month; not having more men, we are obliged to stop these levels, and put the men to repair such places as appear necessary, in consequence of the past heavy rains, and the obstruction of our adit already noticed.

“ In the 27 fathom level, west of Crickett's shaft, nothing has been done for the month, the men having been employed in driving a side level from Macfarlane's to meet the other party coming west from the Cupboard-bound shaft; this level is holed, and is conducting the water.

“ In the shallow level, east of the Eliza wheel, we have driven seven fathoms, one foot, on a kindly vein, which, when washed, shews gold.

“ Skerrett's engine was set to work on the 21st ult.; we have recommenced sinking the shaft, and have sunk one fathom, one foot.

“ In the old deep adit we have driven five fathoms, two feet, and we have risen three fathoms up to the air level above for air; the stuff from a quartz vein in the end (of the adit), shews gold when washed.

“ The air level above the old deep adit has been driven four fathoms, one foot; the stuff also when washed shews gold.

“ In Gongo adit we have driven eleven fathoms through favorable ground; we have a quartz vein in the end, which, when washed, shews gold.

“ In the cross cut north from the adit shaft in the mountain, we have driven three feet, two inches; and having got through the jacotinga into a hard rock, have stopped the end.

“ We have commenced a new side 21 fathom level east of the Cupboard-bound shaft, to carry off the water from the eastern part of the mine, the old level having fallen in various places, and the timber being so much decayed as to render it undesirable to attempt repairing it, especially as the backs are already worked away, as mentioned in our last report. In this new level we have driven seven fathoms, two feet, three inches.

“ In the back of the 27 fathom level, east of Lyon's shaft, we stoped ten fathoms, two feet, in the early part of the month; in these stopes, we have had some good bunches of gold, and bunches of gold were in sight, when the workings here were stoped on the 8th ult.; these we hope to resume in a few days.

“ In the back of the 21 fathom level, east and west of Goldsmid's shaft, we have stoped ten fathoms; in these stopes we have had a little gold, and have still a little in sight.

“ In the back of the 14 fathom level, east and west of Goldsmid's shaft, we have stoped five fathoms, three feet; the stuff from the vein when washed, shews a little gold, and will pay for stamping.

“ We have done nothing at the Cumba mine for the last month, as it appeared to us more desirable to employ our

short supply of men and timber in other places in this mine, and leave the Cumba till the dry season, when we shall have better advantage in pursuing our workings from the dryer and firmer state of the ground.

“ We may mention an additional reason for not attempting to repair our upper levels which have fallen in—the increased expence and difficulty we have in obtaining a sufficient supply of timber for our lower workings, as our near forests are already in part cut down; and the timber, by your order, as you wish at present to preserve what remains of the forest, has now to be led a considerable distance before it reaches us. Though often short of timber, we are now more than usually so, the small stock we had having been entirely used in repairing the damages occasioned by the obstruction of the 21 fathom adit, and the runs which followed it in various places.

“ We remain, &c.

(Signed) “ WM. JENNINGS,
 “ NIC. HARRIS,
 “ BEN. JENNINGS,
 “ WALTER BRAY.”

Gongo Mine, 1st February, 1832.

“ Sir,

“ Since we had the honor of laying before you our last monthly report, the following work has been done in the mine.

“ The 34 fathom level, east from Lyon’s shaft, has been driven one fathom, one foot: this level has not been worked half the month, on account of the water which was still in the mine in the early part of it. In this end the ground is newly opened, and is so wet and soft as we approach the vein, that we think it advisable to drive some fathoms without cutting it, unless by so doing without due caution we should meet with a run in the end.

“ We have driven the 27 fathom level, east of Gibson’s shaft, four fathoms, two feet, six inches: in this end we have had during the greater part of the month a good vein of gold, but it is so wet at present, that we cannot put any men to stop the backs, which will account for the smallness of our produce whilst the ground continues undrained.

“ We have driven the 27 fathom level, west of Crickett’s shaft, two fathoms, two feet; the vein in this end shews gold when washed, but is poor.

“ The 21 fathom side level, east of the Cupboard-bound shaft, has been driven nineteen fathoms, three feet, and is now holed to the old 21 fathom level in the eastern part of the mine; the water is consequently let down, and we hope soon to resume our workings in the bottom of this level, where we had some good bunches of gold when the water got into the mine.

“ In the back of the 27 fathom level, east of Lyon’s shaft, we have risen nine fathoms, two feet; in this rise we have had some small bunches of gold, and gold is still in sight here; we hope shortly to put men to stop the backs we have thus ob-

tained both east and west of this rise, where we have many fathoms of unspent ground.

“ Skerrett’s shaft has been sunk three fathoms, one foot, and is well secured with our best timber and plank.

“ In the shallow level, east of the Eliza wheel, we have driven seven fathoms, one foot, six inches, on a vein which shews gold, and will pay for stamping, as before mentioned.

“ We have driven the old deep adit four fathoms, one foot, six inches; the stuff from the end when washed shews gold; the men here have been employed part of the month in rising from the adit to the level above for air, and have risen three fathoms, one foot.

“ The air level above the adit has been driven eight fathoms, two feet; the stuff from the end shews gold when washed.

“ We have driven Gongo adit thirteen fathoms, six inches; the ground here is looking favorable, and we hope to drive this adit with good speed, unless we have a change for the worse in the nature of the ground.

“ We have commenced sinking a new shaft on this adit, to take away the stuff from the end, and for air, and have sunk six fathoms, three feet, three inches.

“ Between the end of Gongo adit and the mine, say about one hundred and eighty fathoms west of the last mentioned shaft, we have commenced sinking a new engine shaft, called

Vesey's, intended also to come down on this adit so as to drain the same, and to enable us to drive east and west from the shaft, in order to complete the adit with expedition. Vesey's shaft has been sunk four fathoms, two feet, nine inches.

“ We have commenced a cross-cut south from Wray's shaft, for the purpose of taking away the water from Vesey's shaft, and have driven the same eight fathoms, four feet.

“ We have commenced sinking a new shaft called Hickson's, in the western part of the mine, about twenty-one fathoms to the west of Hollingsworth's shaft, to give air to the old shallow level, so that we may prove the vein in this part of the mine; this shaft we have sunk five fathoms, four feet.

“ We have employed some of the men working on the backs previously to the runs in the mine, as well as some others in repairing and strengthening Shore's and Da Gama's shafts, the former of which is now completed, and in course of working; and also in securing such places in various levels, winzes, &c. as we have considered advisable. Some of our men have also been employed at grass, making roads, with the engineer, &c.

“ In the back of the 27 fathom level, east of Lyon's shaft, we have stoped four fathoms, four feet, which stopes have produced a little gold, but we have been obliged to stop working here until the ground is drained.

“ In the back of the 21 fathom level, east and west of Goldsmid's shaft, we have stoped six fathoms, two feet; in

these stopes we have had a little gold, and they continue poor.

“ In the back of the 14 fathom level, east of Goldsmid’s shaft, we have stoped three fathoms; these stopes have been poor.

“ In the back of the 14 fathom level, west of Shore’s shaft, we have stoped five fathoms, three feet, on a vein to the north of the level; in these stopes we have had some small bunches of gold, and gold is still in sight.

“ We remain, &c.

(Signed) “ WM. JENNINGS,
 “ NICH. HARRIS,
 “ BEN. JENNINGS,
 “ WM. COLLINS,
 “ WM. JEFFREYS,
 “ WALTER BRAY.”

“ P. S. 7th Feb.—The water now being down in the mine, we hope soon to be again in a regular course of working, but we shall necessarily have a more limited produce than would otherwise be the case, for some time at least, as many of the English miners must be employed in clearing our levels, &c. for want of a sufficient supply of blacks.”

THE ENGINEER'S REPORT.

TO THE CHAIRMAN.

Gongo Soco, 1st January, 1832.

“ Sir,

“ Permit me the honor of laying before you our three months' report of the various works which have been completed, and which are in progress, in the Engineer's department at Gongo mine.

“ 1st. On my return from England in August last, I found Colonel Skerrett and the Mining Captains anxious for the completion of that important work the Eliza engine in Skerrett's shaft. I lost no time in devising what appeared to be the best possible means of forwarding this undertaking. I consulted with Colonel Skerrett as to the speediest and most economical manner of arranging the workmen on the various parts of wood, iron, and masonry, which constitute this capacious machine. Every workman did his duty: the carpenters and smiths exerted themselves amazingly, Sundays not excepted; and on the 21st ult. we had the pleasure of seeing this great agent move upon her axis with the finest precision: all the pumping gears are strong, of good materials, and well adjusted; and although the distance from the water-wheel to the shaft is 576 feet, the whole of the bearings, which are not few, move in perfect uniformity. The

bob, or counter-balance, together with the perpendicular rods in the shaft, move with equal correctness. The duty of this, and the other two pumping engines, will be noticed together in the sequel of this report.

“ 2nd. Respecting the saw mill at Socorro, some few mistakes had been made during my absence, by placing part of the machinery differently from what I had ordered; and therefore some delay was occasioned. The Colonel, with his usual promptitude, desired me to make every possible haste and remedy the defects: this I immediately attended to, and I am happy to say, that this saw mill will yet prove a source of much benefit to Gongo mine, and is now going on remarkably well with four saws: some disputes have occurred as to the division of water, but I believe this matter is finally settled. Should any thing, however, again occur relating to the supply of that article, the water-wheel is constructed for a breast wheel, and the river can be taken up at no great distance, at very little expence, which will render us quite independent.

“ 3rd. As regards the hammer-mill and blowing-machine which are attached to a water wheel 18 feet in diameter, and 2 feet wide in the breast, I have only to say, that this useful machinery has turned out an amazing deal of work; so much so indeed, that, had we been without it, I could not have started the Eliza engine for two months later, which would have retarded the mining operations in no small degree. Upwards of 70 cwt. of scrap, or bushel iron, has been manufactured and applied to useful purposes in the mine. The duty of the tilt-hammer averages 70 strokes per minute.

“ 4th. The circular saw machinery goes on with unabated duty; 13,750 plank have been cut within these last three months, exclusively for the mine, averaging 7 feet long, 8 inches wide, $1\frac{1}{2}$ to 2 inches thick; an increase, not a diminution of plank and timber, is required for mining operations; this machinery, on a push, has frequently cut with one saw upwards of one hundred planks in an hour.

“ 5th. The pumping engine in Lyon’s shaft continues to go on remarkably well; lately much duty has been performed by this engine, and we have not had a hindrance of any consequence in the movement of this powerful agent. When the late accident in the mouth of No. 3 adit happened on the evening of the 8th ult., this engine was put upon her full speed, and discharged from the interior of the mine 13,200 gallons of water per hour, the wheel making eleven revolutions per minute, with a five-feet stroke, and ten-inch box.

“ 6th. The pumping engine in Crickett’s shaft has undergone some repairs to the brasses, bearings, &c., also a new working barrel of wood has been introduced. As this shaft is not sinking at present, it was thought advisable to take out the brass working barrel for Skerrett’s shaft, it being more convenient, and greatly facilitating the sump or shaft-men in sinking quickly; this first engine continues to perform her ordinary duty, as will be noticed in the sequel.

“ 7th. The stamping mills, five in number, consisting of 48 heads, are at full work day and night, excepting Shore’s, (9 heads) which are attached to the water-wheel that works the saw machinery, and are on duty by night

12 hours. These 9 heads are conveniently situated close on the saw mill tank, (see surface plan) where there is a continual deposit of jacotinga from the upper works; the pass, or feeding hopper, is filled during the day by women, and ready for night work. The whole of the stamping machinery is in good working condition, but many of these works having been erected upwards of three years, from tear and wear alone considerable repairs may naturally be expected, and many of the various parts require to be entirely replaced, both as relates to wood and iron work.

“ 8th. Mr. Sturz’s amalgamating machinery is completed, so far as regards the wood framing, and some little smith’s work; he purposes first to make trial by hand, and afterwards to connect his apparatus to a water wheel, with six stamp heads, the wheel being ready; the smiths that I can spare from other pressing work, are busy preparing iron work, and a new stamping mill of twenty heads; and the carpenters have commenced on the water-wheel at after-hours, which will be 27 feet diameter, and 3 feet wide in the breast.

“ We are at present preparing capstan, shearlegs, &c. for Skerrett’s shaft, being deficient of power when raising or lowering heavy materials.

“ 9th. Colonel Skerrett having thought it advisable, for facilitating the driving of the Gongo adit, to sink an engine shaft, I have received orders to commence with another pumping engine, which is now begun; I will construct the water-wheel so that it will work nine stamp heads, should they cut the lode below the adit, which I doubt not will be,

worth stamping. This engine will be something lighter than the others. The Captains also wish air thrown into the workings in this adit: I have proposed a blowing cylinder, which I shall construct upon as simple and economical a plan as I can, and work it by the same wheel.

“ 10th. Respecting the small steam engine, its site is again fixed very near the former spot, which is half way between Lyon’s and Skerrett’s shafts, to draw stuff from these and others: it can also be applied to the Eliza engine, should it ever be found necessary. We are about to commence the erections, and shall delay no time, that we may have the engine at work before the pasture fails, as we have always a lack of animal labor.

“ 11th. The rolling-mill, &c. I understand, has arrived at Rio, and we expect it here soon; no time will be lost in erecting so desirable a work for this mine; it will be found of equal utility as the circular saws. I think I have omitted nothing of information in my department, and shall conclude this report with a few general remarks.

“ It will be noticed in the foregoing statement, that there are now three powerful pumping engines all at work day and night. I have before observed, that the deeper we sink, the more particular we must be with our machinery; keeping it in good repair, and having spare pumps and pumping gears, which some of the men are now preparing. The capable duty of each engine is 13,200 gallons per hour.

“ The stamping machinery, as will be observed, turns out a considerable quantity of gold; the heads, though made of

the very best native iron, wear away very fast: several calculations have been made as to the motion of the stamps, and I can furnish the Board with no other improvement in these important works than those already given in former reports, except that by bringing the stamp-head nearer to the grate, and making the grate larger, a greater quantity of jacotinga is stamped in the same given time, which consequently increases our produce.

“ Our consumption of charcoal for the last three months has been very great, averaging about 60 bushels per diem; but we are quite kept in stock, and having always so much heavy iron work to perform, I fear that our consumption of the article will never be much less. After our push with Skerrett’s engine was over, I began to give a general repair to the greater part of our machinery, which is not yet completed. The timber waggons, carts, tram waggons, rail roads, whims, and whim tackling, &c. all require considerable labor to keep them in repair, as well as the machinery, particularly the saw mills, which have so much duty to perform, as noticed in a former part of this report. I can assure the Board that every thing contributes to keep us busy enough. Our supply of timber has been rather scanty lately, owing to the distance it has now to be brought, and the weakness of the cattle; from the amazing consumption of timber at the mine for the last four years, or since the shoot was made, it may naturally be expected that the wood is now cutting a good way farther off, but there will be nothing like scarcity for many years. Colonel Skerrett’s orders are strictly to husband the timber.

“ I now conclude this report by observing, that in my

department we are all happy, united, and comfortable; every mechanic here at present is performing his duty with vigor and skill; and the Board may rest assured, that I shall not slacken my best endeavours to promote the general interests of the Association.

“ I have the honor to be,

“ Sir,

“ Your obedient Servant,

(Signed) “ WM. BAIRD, C.E.”

EXTRACTS OF LETTERS

FROM

Messrs. Aveline, Campbell & Co. (Agents at Rio Janeiro.)

TO THE CHAIRMAN.

17th September, 1831.

“ The sessions of the Assembly have been prolonged to the 15th October. The petition which was presented on the 8th July, relative to the deposit of the 100 contos of reis in silver, has been favorably reported upon by the Committee to whom it was referred, and will shortly be discussed in the Chamber of Deputies.

“ On the question of reduction of duty, no petition has been presented this session.

“ We expect the troop with the gold will arrive to day; the shipment will be made on the Mary Bibby.

“ P. S. The 17th in the evening.—The troop with the gold has not yet arrived.

20th September, 1831.

“ Mr. L. O. Bean has not yet arrived with the gold, although we learn he left Gongo Soco on the 1st inst. Captain

Trebilcock and family arrived here to day. For the last four or five days we have experienced very heavy rains, which we doubt not have caused the delay of the troop."

26th September, 1831.

" We have now the pleasure to advise you of the safe arrival of Mr. L. Bean on the 24th, with 84 bars of gold, which we have shipped by the bearer hereof, the fine A. I. ship Mary Bibby, T. G. Whidborne, master, whose bill of lading for the same, (being in 3 boxes, marked I. B. M. A. 14, 15, and 16,) you will find enclosed."

28th September, 1831.

" The troop will leave this for Gongo on the 30th. We have purchased 8 new mules, which, with those arrived, we intend to load with copper money.

" Captain Trebilcock went home in the Mary Bibby.

" To day bills are current at $27\frac{1}{2}$, as money is every day scarcer, we expect our course will go on increasing."

TO THE CHIEF COMMISSIONER.

1st October, 1831.

" We have now the satisfaction to acquaint you, that the resolution respecting the allowing gold dust to pass currently

in the provinces, accompanied by guias, as well as not being obliged to have it made into bars at the Intendencias, was yesterday discussed and carried by a large majority in the Chamber of Deputies, and will to day be sent up to the Senators, where we have every reason to believe it will be passed at once, and receive the Imperial sanction before the sessions close on the 15th inst."

TO THE CHAIRMAN.

22nd. October, 1831.

" The petition which we presented on the 8th July, regarding the deposit of the 100 contos of reis in silver, continues to lay on the table in the Chamber of Deputies, without the least notice being taken of it, although the Committee to whom it was referred, reported favorably upon it.

" We have now the satisfaction to acquaint you, that the Senate has passed the resolution regarding the gold dust, and hope to be able to inform you in our next of its having received the Imperial sanction."

28th October, 1831.

" It is now our unpleasant duty to acquaint you, that the petition presented to the Assembly on the 8th July, on the subject of the deposit of the 100 contos has been rejected by the Deputies. We have petitioned for a certified copy, and intend to take immediate measures to bring it under the notice of the Government."

29th October, 1831.

“ The Chambers, it is understood, will not close before the 10th prox. We are perfectly tranquil here, and the interior is in the same state.

“ The Chief Commissioner states in his letter, that he expects to send off 108 bars before the end of the month.”

11th November, 1831.

“ Mr. Bean was to start from Gongo on the 31st, with 108 bars of gold, which we have no doubt will reach us in safety.”

18th November, 1831.

“ As the gold cannot now arrive in time to be shipped this week, the Emulous packet will, most probably, be the bearer of it.”

25th November, 1831.

“ We have now much pleasure in being able to advise the arrival yesterday of the troop from Gongo, under charge of Mr. Milo Bean, who delivered to us 108 bars of gold for account of the Association, and which we have this day shipped on board H. M. packet Emulous, W. P. Croke, commander, (to sail on the 27th inst.) as per enclosed bill of lading.”

13th December, 1831.

“ We have before us Messrs. Allcock & Gibson’s favor from Falmouth, dated 6th October.

“ We notice that 24 miners were to leave Falmouth, in the brig Elizabeth, and 15 shortly after in the Reindeer packet.”

14th December, 1831.

“ The Reindeer is arrived, but the mail is not yet on shore, nor the 15 miners ; they are all well.”

19th December, 1831.

“ We have now the pleasure to advise the departure for Gongo of the 15 miners, (passengers per Reindeer packet) on the 17th inst. under the charge of Thomas Trevethan.

“ The Elizabeth arrived yesterday with 24 miners on board, and we intend sending off a party of 12 the day after to-morrow.

“ P. S. The Rinaldo packet is coming into port; the mail will not be on shore in time to acknowledge the receipt of your favors by her; the 14 miners are all well.”

23rd December, 1831.

“ We have the pleasure to advise the arrival on the 21st inst. of the Maria, from Liverpool, with Mr. Bayley, and

Wm. Lewis. Mr. Bayley delivered to us your Secretary's letter of the 8th September, accompanying the two sets of articles. We shall expedite the departure of Mr. Bayley and Wm. Lewis, and intend they shall start on the 25th inst. in company with the remainder of the miners, 22 in number."

24th December, 1831.

" We have now the pleasure of advising, that the resolution regarding gold dust, has been sanctioned by the Regency; enclosed is a printed copy of the same."

14th January, 1832.

" The last party of miners, and Wm. Lewis, left this on the 25th ult. as did also Mr. Bayley; we could not procure sufficient mules for them, and were under the necessity of purchasing 18 horses."

31st January, 1832.

" We have taken due note of the resignation of Mr. Edward Samuel Walker, as a Director of your Association; and that Mr. Thomas Stokes has been elected in his stead, and taken his seat at the Board.

" The Chief Commissioner expected the gold to leave Gongo on the 20th inst.: we may therefore look for its arrival about the 8th proximo."

24th February, 1832.

“ The Zephyr packet arrived here on the 10th; by her we received your favor of the 6th-7th December, to the duplicate of which we have already replied.

“ We have the pleasure to advise you of the safe arrival on the 11th of the gold troop, under charge of Mr. Hammond, who delivered to us 101 bars of gold, which we have shipped on board H. M. packet Zephyr, Church, commander, appointed to sail on the 1st prox. direct for Falmouth. The bill of lading you will find enclosed.

On the 21st inst. the Judith, from Liverpool, arrived, having on board, Timothy White, the forester, and his assistant Wm. Hudson. They delivered to us your Secretary's letter of the 28th December, containing their agreements, and we have started them on their journey this morning, under charge of a tropeiro.

The regulations to be observed on paying the duty upon gold dust, have but just been determined on by the Finance Minister, and sent to the President of Minas Geraes by the last post. Should Colonel Skerrett have resolved upon waiting until these regulations are in force, some time will elapse before another remittance will be made, unless the dust should be sent to the Intendencia to be made into bars.

“ After the 1st July, the duty, or quintos, payable upon goods passing from this province to Minas Geraes, will be repealed, and will be a great saving to your Association.

“ Captain Church has obligingly taken charge of a large plan of your mines, which he will forward immediately upon his arrival at Falmouth.”

ACCOUNT

OF

DAILY WORKINGS

FROM THE

1st JULY TO THE 31st DECEMBER, 1831.

JULY.

| 1831 | FROM THE STAMPS. | | | | FROM THE MINE. | | | | TOTAL. | | | |
|-----------|------------------|-----|-----|-----|----------------|-----|-----|-----|---------|-----|-----|-----|
| | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. |
| 1 | 4 | 6 | 7 | 9 | 15 | 3 | 3 | 5 | 19 | 9 | 10 | 14 |
| 2 | 10 | 2 | 14 | 0 | 13 | 11 | 2 | 15 | 24 | 1 | 16 | 15 |
| 4 | | | | | 20 | 3 | 16 | 15 | 20 | 3 | 16 | 15 |
| 5 | | | | | 25 | 5 | 3 | 0 | 25 | 5 | 3 | 0 |
| 6 | | | | | 30 | 0 | 4 | 16 | 30 | 0 | 4 | 16 |
| 7 | | | | | 14 | 7 | 8 | 0 | 14 | 7 | 8 | 0 |
| 8 | 4 | 3 | 2 | 0 | 22 | 4 | 11 | 0 | 26 | 7 | 13 | 0 |
| 9 | 9 | 1 | 3 | 5 | 8 | 9 | 2 | 5 | 17 | 10 | 5 | 10 |
| 11 | | | | | 11 | 3 | 5 | 0 | 11 | 3 | 5 | 0 |
| 12 | | | | | 12 | 10 | 6 | 9 | 12 | 10 | 6 | 9 |
| 13 | | | | | 28 | 2 | 2 | 9 | 28 | 2 | 2 | 9 |
| 14 | | | | | 17 | 3 | 14 | 6 | 17 | 3 | 14 | 6 |
| 15 | 4 | 3 | 5 | 0 | 21 | 4 | 12 | 10 | 25 | 7 | 17 | 10 |
| 16 | 9 | 4 | 17 | 9 | 7 | 3 | 7 | 15 | 16 | 8 | 5 | 0 |
| 18 | | | | | 9 | 1 | 12 | 9 | 9 | 1 | 12 | 9 |
| 19 | | | | | 3 | 0 | 10 | 4 | 3 | 0 | 10 | 4 |
| 20 | | | | | 4 | 1 | 6 | 15 | 4 | 1 | 6 | 15 |
| 21 | | | | | 5 | 2 | 2 | 10 | 5 | 2 | 2 | 10 |
| 22 | 6 | 2 | 7 | 9 | 4 | 0 | 17 | 14 | 10 | 3 | 4 | 23 |
| 23 | 5 | 10 | 8 | 5 | 7 | 6 | 8 | 1 | 13 | 4 | 16 | 6 |
| 25 | | | | | 5 | 6 | 3 | 15 | 5 | 6 | 3 | 15 |
| 26 | | | | | 6 | 9 | 7 | 0 | 6 | 9 | 7 | 0 |
| 27 | | | | | 17 | 5 | 2 | 10 | 17 | 5 | 2 | 10 |
| 28 | | | | | 17 | 4 | 12 | 0 | 17 | 4 | 12 | 0 |
| 29 | 5 | 5 | 17 | 15 | 9 | 0 | 14 | 19 | 14 | 6 | 12 | 10 |
| 30 | 6 | 9 | 5 | 0 | 8 | 0 | 2 | 9 | 14 | 9 | 7 | 9 |
| | lbs.66 | 1 | 7 | 4 | lbs.346 | 2 | 18 | 19 | lbs.412 | 4 | 5 | 23 |

AUGUST.

| | FROM THE STAMPS. | | | | FROM THE MINE. | | | | TOTAL. | | | | | | |
|----------|------------------|-----|-----|---------|----------------|-----|-----|----------|--------|-----|-----|----------|---|----|----|
| 1831 | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. | | | |
| 1 | | | | | 1 | 9 | 16 | 0 | 1 | 9 | 16 | 0 | | | |
| 2 | | | | | 5 | 5 | 17 | 6 | 5 | 5 | 17 | 6 | | | |
| 3 | | | | | 2 | 11 | 18 | 0 | 2 | 11 | 18 | 0 | | | |
| 4 | | | | | 12 | 8 | 3 | 0 | 12 | 8 | 3 | 0 | | | |
| 5 | 4 | 8 | 4 | 7 | 5 | 5 | 19 | 19 | 10 | 2 | 4 | 2 | | | |
| 6 | 6 | 7 | 19 | 0 | 6 | 3 | 17 | 2 | 12 | 11 | 16 | 2 | | | |
| 8 | | | | | 3 | 2 | 7 | 0 | 3 | 2 | 7 | 0 | | | |
| 9 | | | | | 3 | 4 | 10 | 0 | 3 | 4 | 10 | 0 | | | |
| 10 | | | | | 4 | 5 | 4 | 9 | 4 | 5 | 4 | 9 | | | |
| 11 | | | | | 5 | 7 | 7 | 0 | 5 | 7 | 7 | 0 | | | |
| 12 | 3 | 9 | 9 | 19 | 9 | 8 | 19 | 14 | 13 | 6 | 9 | 9 | | | |
| 13 | 7 | 7 | 13 | 20 | 4 | 1 | 19 | 0 | 11 | 9 | 12 | 20 | | | |
| 15 | | | | | 10 | 2 | 5 | 2 | 10 | 2 | 5 | 2 | | | |
| 16 | 0 | 2 | 0 | 11 | 5 | 10 | 3 | 0 | 6 | 0 | 3 | 11 | | | |
| 17 | 0 | 2 | 5 | 9 | 9 | 9 | 1 | 22 | 9 | 11 | 7 | 7 | | | |
| 18 | | | | | 9 | 5 | 14 | 22 | 9 | 5 | 14 | 22 | | | |
| 19 | 5 | 10 | 4 | 0 | 4 | 11 | 14 | 20 | 10 | 9 | 18 | 20 | | | |
| 20 | 5 | 2 | 7 | 4 | 4 | 2 | 18 | 23 | 9 | 5 | 6 | 3 | | | |
| 22 | | | | | 10 | 11 | 12 | 8 | 10 | 11 | 12 | 8 | | | |
| 23 | | | | | 11 | 2 | 3 | 7 | 11 | 2 | 3 | 7 | | | |
| 24 | | | | | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 6 | | | |
| 25 | | | | | 3 | 11 | 12 | 20 | 3 | 11 | 12 | 20 | | | |
| 26 | 4 | 6 | 0 | 0 | 4 | 1 | 16 | 14 | 8 | 7 | 16 | 14 | | | |
| 27 | 8 | 7 | 4 | 4 | 2 | 6 | 5 | 6 | 11 | 1 | 9 | 10 | | | |
| 29 | 1 | 3 | 0 | 6 | 4 | 9 | 2 | 20 | 6 | 0 | 3 | 2 | | | |
| 30 | | | | | 8 | 10 | 10 | 4 | 8 | 10 | 10 | 4 | | | |
| 31 | | | | | 3 | 11 | 5 | 0 | 3 | 11 | 5 | 0 | | | |
| | | | | lbs. 48 | 6 | 8 | 8 | lbs. 166 | 2 | 5 | 8 | lbs. 214 | 8 | 13 | 16 |

SEPTEMBER.

| FROM THE STAMPS. | | | | | | | | FROM THE MINE. | | | | | | | | TOTAL. | | | | | | | |
|------------------|------------------|----|----|----|------------------|----|---------|----------------|-----------------|----|----|----|----|---------|--|--------|--|---|---|---|--|--|--|
| 1831. | lbs. oz. dw. gr. | | | | lbs. oz. dw. gr. | | | | lb. oz. dw. gr. | | | | | | | | | | | | | | |
| 1 | | | | | 4 | 7 | 10 | 5 | 4 | 7 | 10 | 5 | | | | | | | | | | | |
| 2 | 4 | 11 | 1 | 6 | 5 | 2 | 6 | 0 | 10 | 1 | 7 | 6 | | | | | | | | | | | |
| 3 | 8 | 6 | 12 | 11 | 10 | 0 | 1 | 13 | 18 | 6 | 14 | 0 | | | | | | | | | | | |
| 5 | 1 | 0 | 13 | 6 | 4 | 9 | 7 | 4 | 5 | 10 | 0 | 10 | | | | | | | | | | | |
| 6 | | | | | 6 | 3 | 16 | 4 | 6 | 3 | 16 | 4 | | | | | | | | | | | |
| 7 | | | | | 2 | 2 | 8 | 8 | 2 | 2 | 8 | 8 | | | | | | | | | | | |
| 8 | | | | | 5 | 11 | 12 | 19 | 5 | 11 | 12 | 19 | | | | | | | | | | | |
| 9 | | | | | 24 | 2 | 17 | 6 | 24 | 2 | 17 | 6 | | | | | | | | | | | |
| 10 | 7 | 4 | 18 | 4 | 20 | 1 | 6 | 4 | 27 | 6 | 4 | 8 | | | | | | | | | | | |
| 12 | 0 | 8 | 14 | 4 | 10 | 9 | 14 | 16 | 11 | 6 | 8 | 20 | | | | | | | | | | | |
| 13 .. | 0 | 6 | 19 | 22 | 15 | 5 | 10 | 11 | 16 | 0 | 10 | 9 | | | | | | | | | | | |
| 14 | | | | | 7 | 5 | 9 | 20 | 7 | 5 | 9 | 20 | | | | | | | | | | | |
| 15 | | | | | 3 | 11 | 5 | 0 | 3 | 11 | 5 | 0 | | | | | | | | | | | |
| 16 | 4 | 1 | 14 | 4 | 2 | 4 | 10 | 10 | 6 | 6 | 4 | 14 | | | | | | | | | | | |
| 17 | 10 | 3 | 0 | 10 | 9 | 5 | 0 | 23 | 19 | 8 | 1 | 9 | | | | | | | | | | | |
| 19 | 1 | 1 | 3 | 23 | 1 | 7 | 17 | 10 | 2 | 9 | 1 | 9 | | | | | | | | | | | |
| 20 | 4 | 8 | 14 | 10 | 5 | 10 | 17 | 8 | 10 | 7 | 11 | 18 | | | | | | | | | | | |
| 21 | | | | | 3 | 11 | 5 | 12 | 3 | 11 | 5 | 12 | | | | | | | | | | | |
| 22 | | | | | 4 | 8 | 1 | 16 | 4 | 8 | 1 | 16 | | | | | | | | | | | |
| 23 | 4 | 10 | 11 | 20 | 3 | 7 | 5 | 10 | 8 | 5 | 17 | 6 | | | | | | | | | | | |
| 24 | 4 | 10 | 16 | 20 | 4 | 11 | 1 | 4 | 9 | 9 | 18 | 0 | | | | | | | | | | | |
| 26 | 0 | 6 | 17 | 0 | 1 | 9 | 2 | 13 | 2 | 3 | 19 | 13 | | | | | | | | | | | |
| 27 | 5 | 4 | 11 | 8 | 0 | 11 | 3 | 0 | 6 | 3 | 14 | 8 | | | | | | | | | | | |
| 28 | 0 | 0 | 12 | 0 | 6 | 10 | 17 | 9 | 6 | 11 | 9 | 9 | | | | | | | | | | | |
| 29 | 0 | 10 | 15 | 20 | 3 | 0 | 0 | 0 | 3 | 10 | 15 | 20 | | | | | | | | | | | |
| 30 .. | 4 | 10 | 10 | 4 | 4 | 2 | 4 | 14 | 9 | 0 | 14 | 18 | | | | | | | | | | | |
| lbs.65 | | | | 0 | 7 | 4 | lbs.174 | | | | 4 | 12 | 23 | lbs.239 | | | | 5 | 0 | 3 | | | |

OCTOBER.

| 1831 | FROM THE STAMPS. | | | | FROM THE MINE, | | | | TOTAL. | | | |
|-----------|------------------|-----|-----|-----|----------------|-----|-----|-----|---------|-----|-----|-----|
| | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. |
| 1 | 3 | 11 | 14 | 8 | 8 | 11 | 7 | 0 | 12 | 11 | 1 | 8 |
| 3 | 0 | 8 | 3 | 8 | 5 | 2 | 8 | 16 | 5 | 10 | 12 | 0 |
| 4 | 5 | 0 | 2 | 6 | 13 | 6 | 12 | 20 | 18 | 6 | 15 | 2 |
| 5 | | | | | 16 | 10 | 8 | 6 | 16 | 10 | 8 | 6 |
| 6 | | | | | 9 | 3 | 17 | 15 | 9 | 3 | 17 | 15 |
| 7 | 4 | 5 | 15 | 0 | 24 | 1 | 7 | 0 | 28 | 7 | 2 | 0 |
| 8 | 5 | 6 | 6 | 4 | 30 | 10 | 9 | 17 | 36 | 4 | 15 | 21 |
| 10 | 1 | 0 | 14 | 14 | 18 | 8 | 3 | 1 | 19 | 8 | 17 | 15 |
| 11 | 3 | 8 | 18 | 4 | 15 | 7 | 16 | 0 | 19 | 4 | 14 | 4 |
| 12 | 1 | 2 | 2 | 0 | 12 | 1 | 15 | 16 | 13 | 3 | 17 | 16 |
| 13 | 0 | 6 | 11 | 2 | 7 | 2 | 12 | 4 | 7 | 9 | 3 | 6 |
| 14 | 5 | 7 | 18 | 0 | 11 | 2 | 1 | 7 | 16 | 9 | 19 | 7 |
| 15 | 4 | 2 | 2 | 20 | 7 | 3 | 11 | 12 | 11 | 5 | 14 | 8 |
| 17 | | | | | 3 | 5 | 2 | 0 | 3 | 5 | 2 | 0 |
| 18 | 0 | 9 | 10 | 6 | 6 | 5 | 10 | 4 | 7 | 3 | 0 | 10 |
| 19 | 5 | 4 | 19 | 6 | 9 | 6 | 13 | 6 | 14 | 11 | 12 | 12 |
| 20 | | | | | 12 | 0 | 10 | 0 | 12 | 0 | 10 | 0 |
| 21 | 3 | 9 | 12 | 12 | 8 | 2 | 3 | 12 | 11 | 11 | 16 | 0 |
| 22 | 4 | 10 | 19 | 18 | 1 | 10 | 12 | 6 | 6 | 9 | 12 | 0 |
| 24 | | | | | 3 | 5 | 11 | 20 | 3 | 5 | 11 | 20 |
| 25 | 4 | 10 | 16 | 6 | 3 | 0 | 1 | 6 | 7 | 10 | 17 | 12 |
| 26 | | | | | 11 | 3 | 7 | 6 | 11 | 3 | 7 | 6 |
| 27 | 0 | 7 | 13 | 22 | 6 | 2 | 14 | 0 | 6 | 10 | 7 | 22 |
| 28 | 3 | 4 | 2 | 10 | 4 | 9 | 4 | 14 | 8 | 1 | 7 | 0 |
| 29 | 3 | 9 | 14 | 6 | 1 | 8 | 14 | 11 | 5 | 6 | 8 | 17 |
| 31 | | | | | 3 | 7 | 5 | 0 | 3 | 7 | 5 | 0 |
| | lbs.63 | 7 | 16 | 8 | lbs.256 | 8 | 0 | 7 | lbs.320 | 3 | 16 | 15 |

NOVEMBER.

| 1831. | FROM THE STAMPS. | | | | FROM THE MINE. | | | | TOTAL. | | | |
|----------|------------------|-----|-----|-----|----------------|-----|-----|-----|---------|-----|-----|-----|
| | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. |
| 1 | 4 | 8 | 13 | 0 | 0 | 8 | 9 | 6 | 5 | 5 | 2 | 6 |
| 2 | 1 | 0 | 19 | 6 | 1 | 1 | 2 | 0 | 2 | 2 | 1 | 6 |
| 3 | 0 | 11 | 11 | 0 | 0 | 9 | 16 | 8 | 1 | 9 | 7 | 8 |
| 4 | 3 | 5 | 7 | 16 | 2 | 9 | 16 | 8 | 6 | 3 | 4 | 0 |
| 5 | 3 | 7 | 0 | 18 | 0 | 11 | 15 | 14 | 4 | 6 | 16 | 8 |
| 7 | | | | | 2 | 5 | 15 | 19 | 2 | 5 | 15 | 19 |
| 8 | 4 | 11 | 18 | 6 | 2 | 8 | 10 | 10 | 7 | 8 | 8 | 16 |
| 9 | 1 | 1 | 6 | 20 | 1 | 7 | 2 | 10 | 2 | 8 | 9 | 6 |
| 10 | 0 | 5 | 17 | 12 | 2 | 7 | 18 | 4 | 3 | 1 | 15 | 16 |
| 11 | 4 | 0 | 5 | 0 | 4 | 3 | 7 | 6 | 8 | 3 | 12 | 6 |
| 12 | 4 | 8 | 0 | 18 | 4 | 5 | 19 | 22 | 9 | 2 | 0 | 16 |
| 14 | | | | | 3 | 5 | 16 | 6 | 3 | 5 | 16 | 6 |
| 15 | 8 | 0 | 6 | 20 | 5 | 1 | 13 | 0 | 13 | 1 | 19 | 20 |
| 16 | | | | | 4 | 11 | 5 | 19 | 4 | 11 | 5 | 19 |
| 17 | 1 | 10 | 16 | 23 | 6 | 3 | 0 | 17 | 8 | 1 | 17 | 16 |
| 18 | 3 | 1 | 6 | 0 | 8 | 4 | 5 | 10 | 11 | 5 | 11 | 10 |
| 19 | 1 | 10 | 17 | 9 | 3 | 4 | 13 | 19 | 5 | 3 | 11 | 4 |
| 21 | | | | | 6 | 7 | 11 | 18 | 6 | 7 | 11 | 18 |
| 22 | 10 | 8 | 7 | 6 | 8 | 5 | 14 | 18 | 19 | 2 | 2 | 0 |
| 23 | 2 | 3 | 13 | 14 | 8 | 2 | 18 | 0 | 10 | 6 | 11 | 14 |
| 24 | 1 | 1 | 19 | 10 | 6 | 1 | 4 | 20 | 7 | 3 | 4 | 6 |
| 25 | 5 | 5 | 3 | 2 | 3 | 11 | 10 | 22 | 9 | 4 | 14 | 0 |
| 26 | 2 | 1 | 4 | 10 | 4 | 7 | 14 | 10 | 6 | 8 | 18 | 20 |
| 28 | | | | | 6 | 1 | 15 | 12 | 6 | 1 | 15 | 12 |
| 29 | 7 | 6 | 9 | 10 | 4 | 8 | 14 | 2 | 12 | 3 | 3 | 12 |
| 30 | 2 | 7 | 8 | 10 | 4 | 3 | 18 | 10 | 6 | 11 | 6 | 20 |
| | lbs.75 | 10 | 12 | 18 | lbs.109 | 5 | 11 | 2 | lbs.185 | 4 | 3 | 20 |

DECEMBER.

| 1831. | FROM THE STAMPS. | | | | FROM THE MINE. | | | | TOTAL. | | | |
|----------|------------------|-----|-----|-----|----------------|-----|-----|-----|---------|-----|-----|-----|
| | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. | lbs. | oz. | dw. | gr. |
| 1 | 1 | 5 | 7 | 0 | 2 | 1 | 13 | 0 | 3 | 7 | 0 | 0 |
| 2 | 5 | 0 | 16 | 20 | 2 | 3 | 17 | 4 | 7 | 4 | 14 | 0 |
| 3 | | | | | 8 | 11 | 17 | 6 | 8 | 11 | 17 | 6 |
| 5 | 2 | 4 | 12 | 20 | 18 | 9 | 15 | 10 | 21 | 2 | 8 | 6 |
| 6 | 6 | 6 | 1 | 12 | 6 | 8 | 8 | 0 | 13 | 2 | 9 | 12 |
| 7 | 1 | 10 | 18 | 0 | 13 | 2 | 7 | 12 | 15 | 1 | 5 | 12 |
| 8 | 1 | 2 | 17 | 4 | 8 | 9 | 7 | 8 | 10 | 0 | 4 | 12 |
| 9 | 5 | 1 | 0 | 6 | 2 | 4 | 13 | 6 | 7 | 5 | 13 | 12 |
| 10 | 2 | 0 | 15 | 0 | 6 | 1 | 7 | 0 | 8 | 2 | 2 | 0 |
| 12 | | | | | 5 | 6 | 5 | 0 | 5 | 6 | 5 | 0 |
| 13 | 3 | 3 | 3 | 14 | 0 | 7 | 17 | 10 | 3 | 11 | 1 | 0 |
| 14 | 4 | 1 | 3 | 0 | 0 | 2 | 16 | 12 | 4 | 3 | 19 | 12 |
| 15 | 5 | 3 | 7 | 0 | 0 | 1 | 16 | 18 | 5 | 5 | 3 | 18 |
| 16 | 4 | 10 | 12 | 12 | | | | | 4 | 10 | 12 | 12 |
| 17 | 1 | 8 | 11 | 0 | | | | | 1 | 8 | 11 | 0 |
| 19 | | | | | 1 | 6 | 0 | 6 | 1 | 6 | 0 | 6 |
| 20 | 4 | 5 | 0 | 12 | | | | | 4 | 5 | 0 | 12 |
| 21 | 1 | 11 | 10 | 14 | | | | | 1 | 11 | 10 | 14 |
| 22 | 2 | 3 | 17 | 14 | 0 | 1 | 5 | 6 | 2 | 5 | 2 | 20 |
| 23 | 3 | 1 | 0 | 18 | | | | | 3 | 1 | 0 | 18 |
| 24 | 0 | 11 | 5 | 6 | | | | | 0 | 11 | 5 | 6 |
| 26 | | | | | 1 | 0 | 14 | 12 | 1 | 0 | 14 | 12 |
| 27 | 1 | 10 | 0 | 6 | | | | | 1 | 10 | 0 | 6 |
| 28 | 1 | 2 | 14 | 12 | 0 | 4 | 10 | 0 | 1 | 7 | 4 | 12 |
| 29 | 1 | 5 | 13 | 8 | 0 | 9 | 17 | 4 | 2 | 3 | 10 | 12 |
| 30 | 3 | 9 | 5 | 0 | 2 | 1 | 0 | 12 | 5 | 10 | 5 | 12 |
| 31 | 0 | 11 | 9 | 4 | 7 | 8 | 11 | 18 | 8 | 8 | 0 | 22 |
| | lbs.66 | 11 | 2 | 14 | lbs.89 | 8 | 1 | 0 | lbs.156 | 7 | 3 | 14 |

RECAPITULATION OF THE WORKINGS.

| 1831. | From the Stamps. | | From the Mine. | | Total. | |
|-----------------|------------------|-------------|----------------|-------------|-----------|-------------|
| | lbs. | oz. dw. gr. | lbs. | oz. dw. gr. | lbs. | oz. dw. gr. |
| JULY..... | 66 | 1 7 4 | 346 | 2 18 19 | 412 | 4 5 23 |
| AUGUST | 48 | 6 8 8 | 166 | 2 5 8 | 214 | 8 13 16 |
| SEPTEMBER | 65 | 0 7 4 | 174 | 4 12 23 | 239 | 5 0 3 |
| OCTOBER..... | 63 | 7 16 8 | 256 | 8 0 7 | 320 | 3 16 15 |
| NOVEMBER | 75 | 10 12 18 | 109 | 5 11 2 | 185 | 4 3 20 |
| DECEMBER..... | 66 | 11 2 14 | 89 | 8 1 0 | 156 | 7 3 14 |
| | <hr/> | | <hr/> | | <hr/> | |
| | lbs. 386 | 1 14 8 | lbs. 1142 | 7 9 11 | lbs. 1528 | 9 3 19 |
| | <hr/> | | <hr/> | | <hr/> | |

1st December, 1831.

TOR.

| | £ | s. | d. |
|--------------------------|---------|----|----|
| | 33,371 | 8 | 0 |
| , New 4 per cents, 1826, | | | |
| | 367 | 0 | 11 |
| Mining Shares | 18 | 0 | 0 |
| | 3 | 3 | 0 |
| | 43 | 5 | 0 |
| | 80 | 19 | 10 |
| of Miners' Clothing..... | 54 | 16 | 10 |
| t Finnie £2,540 | 9 | 6 | |
| Bibby ...11,574 | 6 | 9 | |
| ous Packet 15,408 | 16 | 7 | |
| | 29,523 | 12 | 10 |
| | £63,462 | 6 | 5 |

of the Cost of the Mines,
 Mining Implements, and
 er 1831—

| | | | |
|------------------------|---------|----|----|
| | £15,824 | 10 | 10 |
| | 21,688 | 11 | 9 |
| stees, New 4 per Cents | | | |
|Stock | 20,728 | 8 | 9 |
| | 2,430 | 7 | 10 |
| | 809 | 4 | 10 |

F.

uding 2 small Bars of

Statement to be correct.

H. J. BROOKE, }
 THO^S. GIBBES. } *Auditors.*

use, Broad Street, 4th May, 1832.

STATEMENT OF THE ACCOUNTS

Of the Imperial Brazilian Mining Association, from the 1st July to the 31st December, 1831.

| DEBTOR. | | | CREDITOR. | | |
|--|---------|-------|---|---------|-------|
| | £ | s. d. | | £ | s. d. |
| To Seventh Dividend on 10,000 Shares, at £1; 16s. per Share | 18,000 | 0 0 | By Balance in hand the 30th June, 1831..... | 33,371 | 8 0 |
| Cost of £371 2s. Stock, New 4 per cents, 1826, purchased with the October Dividend | 367 | 0 11 | Dividend on £18,352 6s. 6d. Stock, New 4 per cents, 1826, received in October | 367 | 0 11 |
| Cost of £2005 0s. 3d. Stock, New 4 per cents, purchased in December..... | 2,000 | 0 0 | Dividend on ten Imperial Brazilian Mining Shares | 18 | 0 0 |
| Mining Implements, Houses, Horses, Mules, &c. &c. ... | 4,648 | 12 9 | Discount on Stamps purchased .. | 3 | 3 0 |
| Salaries and Wages | 11,158 | 10 5 | Fees on Transfers of Shares..... | 43 | 5 0 |
| General Expenses..... | 11,463 | 11 6 | Interest on Monies employed | 80 | 19 10 |
| Balance..... | 15,824 | 10 10 | Cash received at Gongo on account of Miners' Clothing..... | 54 | 16 10 |
| | | | 18 bars of Gold received per Robert Finnie £2,540 9 6 | | |
| | | | 84 Do. Mary Bibby ...11,574 6 9 | | |
| | | | 108 Do. Emulous Packet 15,403 16 7 | | |
| | | | | 29,523 | 12 10 |
| | | | | £63,462 | 6 5 |
| | £63,462 | 6 5 | | | |

N.B. The remaining produce of Gold for the half year ending the 31st December, 1831, consisting of 101 Bars, weighing 569 marcs, was shipped at Rio de Janeiro on the 16th day of February last, on board H.M.P. Zephyr, reported this day to have arrived off Falmouth, but the exact value of the Gold cannot be ascertained in sufficient time to be inserted in this Statement.

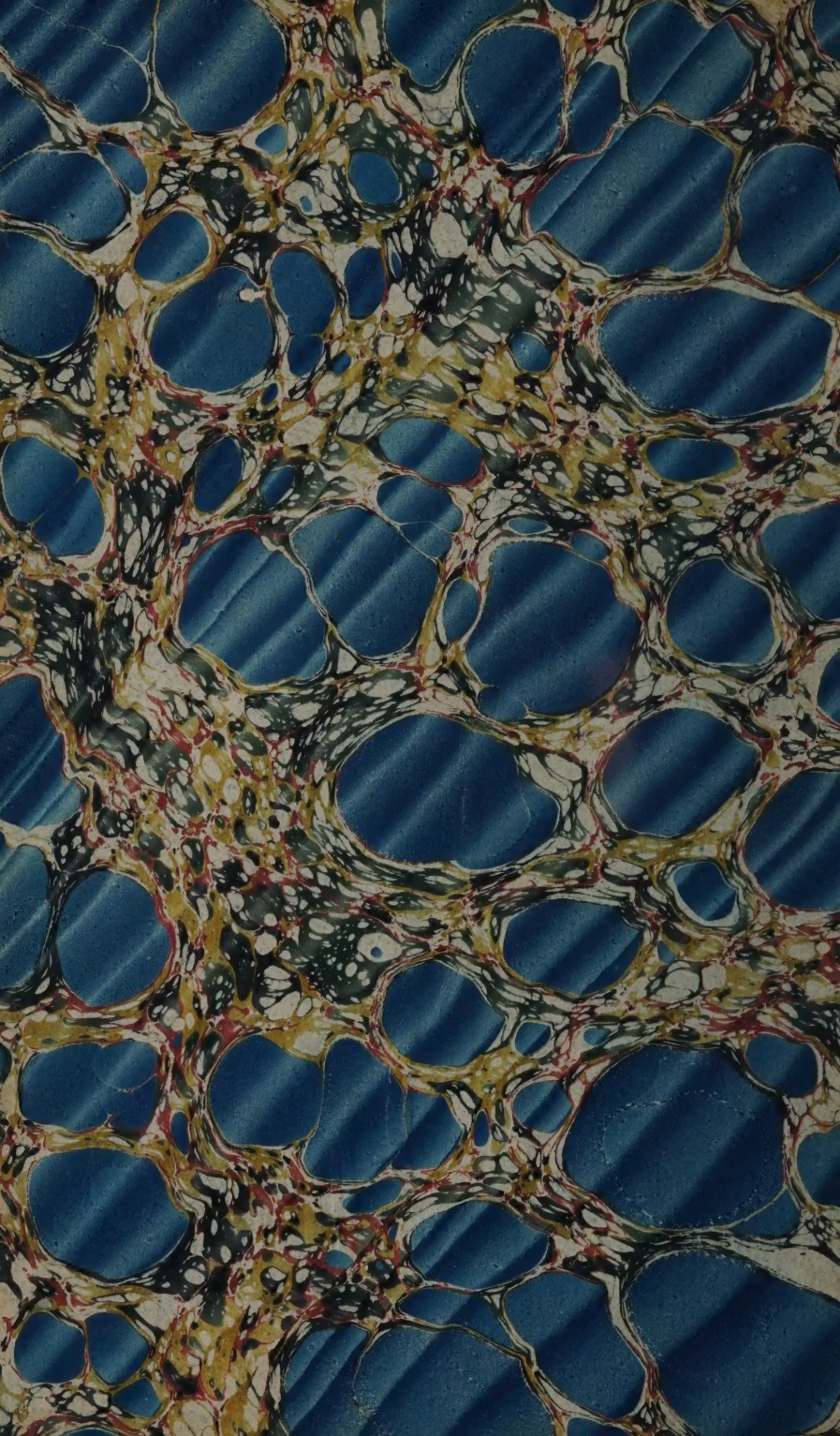
Assets of the Association, exclusive of the Cost of the Mines, the Sums expended thereon, Mining Implements, and Stores on hand, the 31st December 1831—

| | | |
|--|---------|-------|
| Balance per contra..... | £15,824 | 10 10 |
| Deposit at Rio de Janeiro | 21,683 | 11 9 |
| Reserve Fund in the names of Trustees, New 4 per Cents 1826..... | 20,728 | 8 9 |
| Debt due by Frys and Chapman | 2,430 | 7 10 |
| Miners' Apparel sent to Gongo Soco..... | 309 | 4 10 |
| Ten Imperial Brazilian Mining Shares. | | |
| Office Furniture, and Specimens, including 2 small Bars of Antonio Pereira Gold. | | |

We, the undersigned, having carefully examined the Books and Accounts of the Association, certify this Statement to be correct.

Signed—H. J. BROOKE, }
THO^s. GIBBES. } *Auditors.*

Winchester House, Broad Street, 4th May, 1832.





UNIVERSITY OF ILLINOIS-URBANA

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REPORT OF THE DIRECTORS
12 1832



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